



Swanning Around

Incorporating GM's Jottings

A Look At What's Happening Around The Swanage Railway

Issue 40 – July 24th 2018

Flaming June and July! As this issue is prepared, the country is basking(?) in the longest heatwave since 1976, and still more to come into August in the south, where we are.

This dry spell has had a significant effect on railways, both heritage and main line, throughout the country, with steam haulage either being replaced by or being helped by diesel in order to address the risk of lineside fires.

Here at Swanage we have had some incidents with lineside fires, and our track team has helped to reduce the risk with controlled burning, but nothing to warrant replacing steam on our services. This is, in the main, owing to specific management by our engineering and footplate crews such that burning embers and sparks stay in the locos, not on the trackside. The few occasions when embers have escaped have been dealt with promptly to prevent any major issues.

The local fire brigades have enough to do in these conditions without our help!

Forty issues! Who'd have thought it! And in this packed edition we have a victim for Page 3, news about various groups repairing stuff, water saving, scrap processing, and all sorts of other stuff happening around the Swanage Railway.

Read on!

Editor: people ask how I find the time to do this. With difficulty this time, so it's a bit later in the month. Will do better next time!

Corfe Castle station is a gem in its own right, but with the castle ruins in the background, it becomes a magnet for photos.

Saturday late shift in the signal box is not the most exciting on the railway, dealing only with two return trips for the Wessex Belle dining train, but when you have a view like this, it is some compensation!

On 23rd June, what a perfect sunset over the castle!



Patrons of the Belle were hanging out of the windows for a picture as the train passed through, but they couldn't get a shot like this!

On 15th July, a theatre group from Ferndown (we think!) was using Corfe station as a backdrop for some publicity photos for a production in November.

We were expecting some publicity material, but this has not materialised by publication date, so they will not get a plug!

The production was something to do with commemorating the 100th anniversary of the end of the First World War, but with the outfits looking distinctly 1940s!





Your star of Page 3 and

Mucky Man of the Month

Is fitter Mark Lowry.

How do you get in this state? Easy when you've been in the smokebox, the firebox, underneath, and everywhere else at boiler washout time!

And with a picture of Sid James on his grubby T-shirt, you get two mucky men for the price of one!



It's 12th July, and trainee signalman (or should it be signalwoman—discuss) Gail Coldham has completed a training turn in Harmans Cross signal box with Trust chairman Gavin Johns. A&E is not where you expect to end up after a day in the 'box with Gavin! Tripped over on the way back to the car, we are told. Did she fall or was she pushed?

Note to prospective volunteers—this is not normal! It isn't dangerous to work here!

Photo provided by Randy Coldham



You can bet that porter Jonathan Burke didn't expect this lot at Norden on 21st July!

See page 12 for more.



GM's Jottings

From the General Manager, Matt Green

Where has the month gone? It seems like only yesterday I was penning these notes for Swanning Around. I turn my back for one moment and an email request from John comes in asking me to write something by the end of the week.

June finished reasonably well, we had a little scare over the ability to run one of the SWR Wareham operating days due to potential strike action but even this service ran well. Happily July is also looking reasonable although from a financial point of view it's too early in the month to judge, what with the peak literally round the corner. Passenger numbers to the end of June are a little over 73,500.

Much like the rest of the UK there seems to be a bit of a heatwave on at the moment. We must work hard to minimise the fire risk. I know that Operations have posted notices to staff about managing the risk from steam locomotives and that Permanent Way are out managing the vegetation at the lineside. We will do all we can to carry on running steam, but if the risk becomes too great we may need to bring out the Class 33s.

May, June and July tend to be some of the busiest months on the railway as we cater for large numbers of group bookings and there are a great number of requests to do unusual things with the train service and train formations. Well done and many thanks for those who have helped make these months a success. Of course we rush from a busy period into the Peak season and no doubt we will all be very busy indeed delivering a fabulous experience for thousands of visitors. Many thanks to everyone who has made themselves available and if the roster clerks come begging for more and you can help they would really be appreciated. I look forward to seeing you all around the railway.

Matt

Heatwave or no heatwave, continuous dripping from the water tower at Swanage is not where we want to be.

The need to conserve water has prompted our team to fix it.

So here it is! A non-leaking tower! Can you believe it?! And yes, it **does** have some water in it!

Carriage and wagon fitter Alan English did the deed by modifying the valve to ensure a proper seal, and is seen here painting a rusty grille from the base of the tower.



In the Goods Shed, where Alan is usually to be found, there are some new occupants. Mark 1 Tourist Second Open coach S4349 of 1956 is in for the usual bodywork repairs and painting, while, at the far end, 12 ton Box Van S49445 is in for some refurbishment by the **B** team. You saw them at work on the **B** van in the last issue, now they've got a **B**ox van to do!

More in the next issue.

Some Staff Stuff

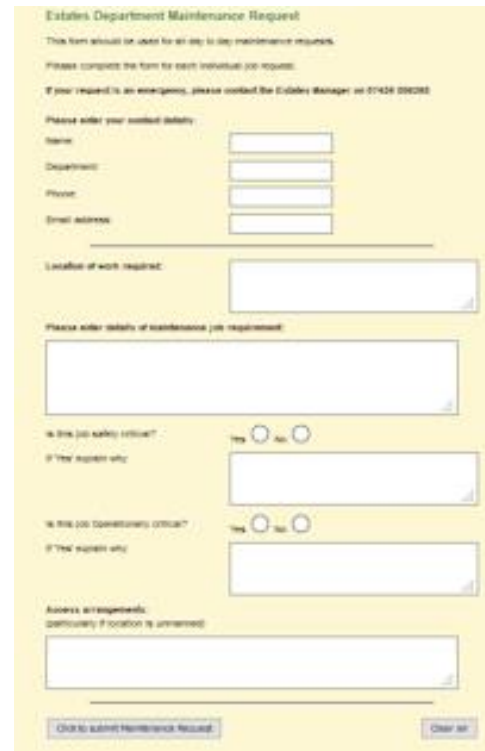
Dripping tap? Heater not working? Lights out?
Woodwork rotten? Don't know who to contact?

Don't ignore it and hope someone else will fix it! Get on to the staff web site for Estates Management, and fill in the form. It's easy!

Not got access to a computer or the staff web site?
Find someone who has!

All you have to do is fill in this simple form, and Pat Cattle's team will respond.

<http://www.srstaff.co.uk/a/depts/estates/>



The screenshot shows a web form titled "Estates Department Maintenance Request". The form is yellow and contains the following fields and instructions:

- Instructions: "This form should be used for all day to day maintenance requests. Please complete the form for each individual job request. If your request is an emergency, please contact the Estates Manager on 01429 29295." "Please enter your contact details:"
- Form fields: Name, Department, Floor, Email address (all with input boxes).
- Field: "Location of work required:" with a large text input box.
- Field: "Please enter details of maintenance job requirement:" with a large text input box.
- Field: "Is this job safety critical?" with radio buttons for "Yes" and "No".
- Field: "If 'Yes' explain why:" with a text input box.
- Field: "Is this job operationally critical?" with radio buttons for "Yes" and "No".
- Field: "If 'Yes' explain why:" with a text input box.
- Field: "Access arrangements, (particularly if location is unattended)" with a text input box.
- Buttons: "Click to submit Maintenance Request" and "Clear all".

More Staff Stuff

From Trustee Jacqui Hagger:



With only 43 days to The Great Dorset Steam Fair (50th Anniversary), Thurs 23rd to Mon 27th August we have started planning how to promote the Swanage Railway. Remembering as always that we have a lot to be proud of, to celebrate and to share.

We are looking for approximately 3-4 volunteers a day to help us man the various stands within the marquee that we have sole use of. You will be interacting and talking to people, often starting the conversation when people wander in.

The subjects vary from recruiting volunteers, promoting membership, fundraising to restoring a heritage coach, our museums etc. Don't worry if you do not know everything there will be crib sheets to help.

The stand has to be manned during the core hours of the day but everyone will get the opportunity to have a wander round and don't forget that the entertainment goes on into the evening should you wish to stay longer.

If you prefer to help behind the scenes then we are in the process finalising the plans of what we want the marquee to look like. So any help before the event with its set up would also be appreciated.

So if you are willing to help this year then please contact me on iwanttovolunteer@swanagerailway.co.uk putting GDSF in the subject line.

Like so many other organisations we have a lot of stuff we probably don't need lying about waiting to be used. Not so these rails.

We have been replacing knackered rails for some years now, so there are quite a few lengths that have been put aside, but have no further use. Most were very secondhand when they arrived at Swanage, having been liberated from London Underground, British Rail Farnborough, Tilbury power station, and assorted other places well known to those who spent a lot of time and effort building up the railway. The rails were technically worn out when we installed them!

Now, the track team is clearing them out and weighing them in, but the scrap man wants them in three foot lengths.

So bring on Nipper!

Yes, Nipper has been hired in to partner Big Daddy and chop the rails into man-size chunks.

The rails don't put up much of a fight when faced with those hydraulic jaws!



On 7th July, Billy Johnson stands clear while Nipper chops a rail.

Barry Light waits with Little Sis to deliver more rails to Nipper.



34053 *Sir Keith Park* had a short trip to Devon to investigate an issue with the middle driving axle.

It's 7th July and it has returned to Norden.

The lorry has unloaded and Southern Locos' Bob Bevis and Chris from the hauliers clear the lubrication holes and grease up the tender rubbing plate, while awaiting the class 33 to tow it back to Swanage.

Under the watchful eye of guard Phil Eakins and Operations Manager Ashley Haines, fitter Mark Lowry grovels underneath to connect the loco to its tender, in the loop at Norden.



Class 33 no. 33 111 is eased up to the tender by driver Paul McDonald, ready to tow the consist back to Swanage.

All this is something for our early customers to view while waiting for the first train of the day.

Swanning Around brings you all the stuff that most people never see, and probably don't want to! You **will** enjoy it!

Even More Staff Stuff

From Paul Clements, Director and Legacy Officer

1st July saw the official launch of the Marketing Initiative between SR and Ellis Jones LLP Solicitors. Under this agreement all SR Staff members, paid and volunteers, are entitled to an hours free legal advice as well as discounts on legal fees should the need arise. In addition all staff and Trust members can have an initial Will prepared or, if they already have one, have it reviewed and brought up to date for free. Like visits to the doctors or dentist, the use of solicitors and the high costs involved are an aspect of life we hope we never need to use. However, should the need arise it is hoped that this arrangement will be of valuable assistance to all staff. Making a Will however, is one legal formality that should never be overlooked since the implications of not having made one could be significant. We recommend that all staff who have not yet made a Will take advantage of this offer..

Full details can be found in the "Latest News" section on the SR Staff website and also in the vertical banner under "Swanage Railway Trust - Legal Services"



Photo by Andrew P M Wright shows partners from Ellis Jones LLP with Paul Clements (SRT Legacies Officer) and Liz Sellen (SRT Vice Chair) together with Bob Burt (Volunteer Guard) at the launch of the new marketing agreement.

Those of you in Operations will know, if you've read August's Roster News, that Pauline Robinson has started as an Administrative Assistant for Operations and LC&W.

Don't know who she is? You do now! Here she is at the barbecue getting stuck in.

She has also appeared in Swanning Around some time ago as a TTI.





The heritage coach team continues to make progress with the Maunsell coach S1381, built in 1930.

On 15th July, we see Pete Short and Tim Hengst checking the alignment of seat frames. They will be getting some instruction on how to upholster these seats, and we may soon be able to view this section of the coach in a more-or-less finished condition.

While all the above is going on at Corfe, a sister coach is at Rampart Engineering at Barrow Hill (that's near Chesterfield for our non-railway readers!).

Thanks to Brian Cuttell for this picture, taken in January outside Rampart's works, in undercoat, but it's much the same today.

Coach S1346S, another Maunsell Third Class Open, built 1933, is awaiting completion of an agreement between the owners and the Trust before Rampart can complete the contract. What's needed is some replacement wheelsets and some more money . Nothing new there!

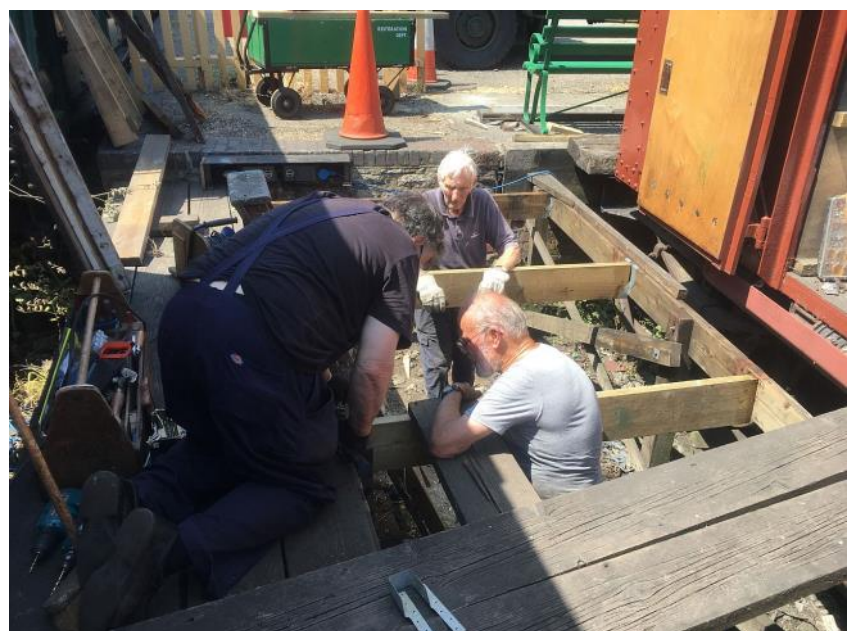


To get to the coaches in siding 1 at Corfe, they might be using platform 3A and its extension 3B.

Good job the Corfe team is repairing the joists on 13th July. Could have been nasty if they'd failed!

Geoff Neale, Bob Payne, and Norman Blears get some new timbers in there.

Photo by Martin James.





Points 29 at Swanage, allowing access to the loop, have been difficult to operate of late.

Rather than pay for gym membership for signalmen, the S&T department has been attempting some heavy duty maintenance.

On 3rd July, technician Fraser White shows the others how to fix it. Use a bigger hammer!

Normal SR working/watching arrangements apply!

All working perfectly now, we are told.

For some days recently, the class 108 DMU has been out of service owing to the gangway floor between the two coaches becoming unfit for service.

Hiding under the floor, some supporting timber had rotted, along with some metal.



On 3rd July, Alan English has been welding some new metal in while Diesel fitter Andy Garrett is either a) checking his work, b) admiring his work, c) getting some tips, or d) just having a look!

Or maybe he's just helping!



19th July, the DMU is in service and Driver John Lakey from Bath is enjoying his day driving. With only a few days of Green timetable left this year, and the unit being up for sale, we won't be seeing much more of this 108 at Swanage, and it will be missed when it goes.

John will still be here, though!

On 21st July, Keith Mitchell is the travelling ticket inspector, and is enjoying a chat with porter Ernie Score while waiting for departure time of the 10.40 diesel service to Norden.



Rush hour at Norden? No! For some strange reason, the Jurassic Challenge 100km walk/run was routed down the platform! This lot were walking to/from the organisers' major service area in the farmer's field next door.

Another picture from a hot day on 21st July.

It was the right weather for the General Manager's staff barbecue on 20th July on Swanage station . A good turnout enjoyed burgers, hot dogs, salad items and fruit, and had the opportunity to drive a loco within station limits.



General Manager Matt Green serves up the burgers, while Wessex Belle manager John Trott does the sausages.

There's always one who has to accept a challenge!
Fireman Nathan Au attempts to get the better of what could be called a double dog burger! There's a bit of everything in there—twice!



Many thanks to John, Julie, and Adam Trott, who made the food and drink side of things happen, and thanks to Rob Barrett and Andy Croggon for manning the T9 and allowing the driving experience. Not to mention Jacqui Hagger, who did some organising!

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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Swanning Around also appears on line at:

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

and

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