



Swanning Around

Incorporating GM's Jottings

A Look At What's Happening Around The Swanage Railway

Issue 39 – June 22nd 2018

Now for the second issue of Swanning Around produced on Microsoft Publisher. Will it look even better this time? Probably not! But the file size issue has been sorted, so that's a result!

Finding stuff to report in these pages each month may seem like a long job, but just a few days soon generates enough to fill these pages, and, as you might expect, there is still plenty of other stuff happening on the other days that isn't reported.

If you have something happening that will be of interest to our readers, (and that includes just about anything!) then please send it to the editor with a bit of a story. If you don't have a story, in true red top journalistic tradition, we'll make one up! And following the red tops, we may even consider the mind-numbingly stupefying! It's all good fun!

What's not in true red top tradition is that Page 3 may become an irregular inclusion, appearing only when a suitable target has been located!

In this issue, a royal visit takes pride of place, the General Manager's GM's Jottings continues, buy your own train, more bird stuff, and the usual bits and pieces which we hope will keep you interested.

Also, items of information for Swanage Railway staff will be included. Staff matters are more usually included in the staff web site and other means of communication, but in the interest of ensuring that these matters are not missed by any that work on the railway, these items will be included here, and identified as staff information, although they may be of limited interest to other readers.

A Royal visit! What is there to say? Well, it has already been said on the SRStaff website, and we can't do better than to quote:

The Swanage Railway was honoured on Friday 8th June with a visit by His Royal Highness, the Duke of Gloucester. The Duke arrived at Swanage and met Director, Trustees, Civic Dignitaries and Volunteers before unveiling the Heritage Railway Association 'Manisty Award for Excellence' in the Booking Hall at Swanage Station.

HRH and guests travelled to Corfe Castle in a special 'Royal Train' worked by Maunsell U Class 31806 and crewed by Peter and Steve Duncalfe. At Corfe Castle the Duke of Gloucester presented the Queen's Golden Jubilee Award for Voluntary Service certificate and a commemorative crystal before taking tea with volunteers and others.

There must be hundreds of pictures around, and to give a flavour of the event, Swanning Around has put together a small selection:



It's 2 o'clock, and Prince Richard, Duke of Gloucester arrives at Swanage station to be greeted by the welcoming party.

People waiting for the bus must be wondering what the heck is going on!

Pic: Andrew P M Wright

Heritage Railway Association Vice Chairman Mark Smith makes the presentation speech for the Manisty award in the Swanage station booking hall.





The Duke of Gloucester unveils the Manisty Award plaque on the booking hall wall.

Pic: Andrew P M Wright

The Duke shakes the hand of Company Secretary Peter Milford, watched by Mark Smith, HRA CEO Steven Oates, HRA Director Richard Barnes, Wareham's Lady Mayor, councillor Carol Turner, and our own official photographer Andrew Wright right in there taking another of the hundreds he takes on these occasions.



The Army's here? Yes, the army has been associated with the Swanage Railway for many years through our own now retired soldier Frank Roberts.

Many soldiers from Blandford have volunteered over the years, principally at Herston, represented by these sergeants, Clint Sherratt, James Milevsky, and Ryan Hardy, who are speaking to the duke, and can wear their Queen's Award badges with pride, like the rest of us.

Pic: Andrew P M Wright



To get to Corfe Castle for the second presentation, the Royal Train, complete with appropriate headcode, was crewed by father and son Pete and Steve Duncalfe, with the Duke of Gloucester taking the controls from Harmans Cross. Here they are ready to leave Harmans Cross with Lord Lieutenant of Dorset Angus Campbell also on the footplate.

Pic: Andrew P M Wright

Safely arrived at Corfe!



Pic: Andrew P M Wright



Volunteers and dignitaries gather to hear presentation speeches by the Lord Lieutenant of Dorset, Angus Campbell, and here, from the Duke of Gloucester.

The Queen's Award crystal is presented to young volunteer Aiden Wright, porter and former Sygnet, by the Duke of Gloucester.

The Duke was also introduced to four long-serving volunteers, l to r, Peter Sykes, Peter Frost, Heather Denning, and Mick Stone.



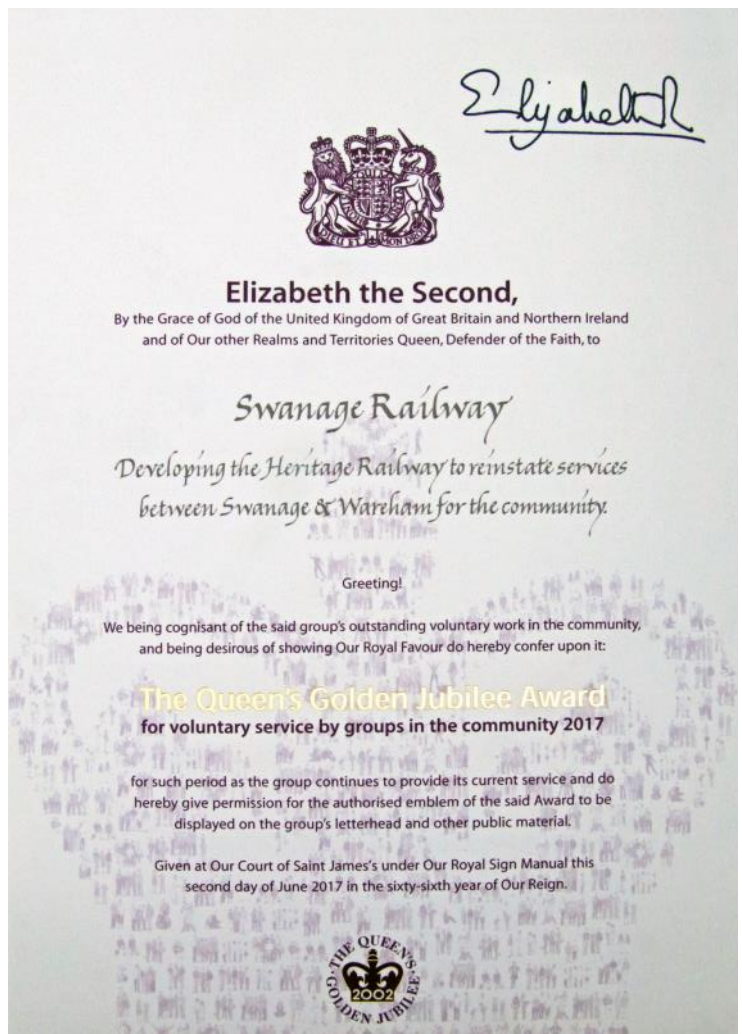
Pic: Andrew P M Wright

A closer view of the crystal, complete with Aiden's fingers!



The certificate, signed by Her Majesty

Pic: Andrew P M Wright





The special cake was cut by the duke, then it was off to the resident Tea Truck Company vehicle to be served by Rose Butterfield.



As you might expect, there was a strong plain clothes police presence. To ensure they were identifiable amongst themselves, the Dorset police were equipped with special lapel badges.

The royal protection officer, however, had a lapel badge of his own in the form of the royal standard, and to complete the outfit, matching cufflinks! That's style!



GM's Jottings

From the General Manager, Matt Green

I almost can't believe how much has happened since I penned these notes not one month ago.

To start we have joined forces with South Western Railway to operate a Summer Saturday service. Starting in late May these services are proving extremely popular and happily coincide with an upturn in visitor numbers. The amount of media attention that these services has generated has been phenomenal and this has reflected well on passenger numbers. These services will operate every Saturday through the summer with the last days operation being the 8TH September. On the second Saturday of services the MD of SWR popped in along with the SWR Commercial Director and they were very impressed with what they saw. The visit has gone a long way to help bolster the relationship between our organisations.

Also in May was the annual "Big Plan" meeting. At this meeting we drafted the operating calendar including dining trains and timetables right up until the end of 2022. There's not much to see yet as they are in draft format but I'm hopeful that later in the year we can circulate operating and gala dates.

The Wareham DMUs are nearing completion. Many of our supporters have been in touch to say that they've seen our units outside. The last wheelsets are at Eastleigh and testing is ongoing. On the paperwork side we have engaged an industry expert who is helping us with our application to use the rolling stock on the national network. The industry as you might imagine is risk averse so anything that has the potential to increase risk by being new and or novel gets a great deal of scrutiny. The risk assessment for use of the units covers many pages and our application for acceptance onto the network is being dealt with through a few Rail Industry Standards, one of which has a familiar sounding number. They are RIS 2003 RST, RIS 2004 RST and RIS 4472 RST for those who want some bedtime reading.

Talking of industry standards, on the 5TH June we had a visit from the Office of Rail and Road. We had two members of Her Majesty's Railway Inspectorate visit and they spoke at great length over a number of topics. They were quite impressed with our Safety Management System. One of the key elements is that we do what the paperwork says. As they advised us a number of railways have good standards on the ground and a number have good paperwork but more often than not what happens on the ground doesn't always tally with the paperwork and that's when the ORR get concerned. They also wanted to speak to us about corrosion and how we monitor it to ensure it doesn't present a hazard. The ORR also spoke to us about SPADs. A SPAD is a signal passed at danger without authority. They occur when any part of the locomotive or train passes the face of the signal by any distance. The ORR are concerned not least because a SPAD event can lead to other problems but also because we have reported any SPAD event that has taken place on Swanage Railway. The reason for their concern in our instance is the result of an improving reporting culture. We actually have a really good working relationship with the ORR and this is really helpful. We also have an improving safety culture and this is good, but there's still some way to go to minimise the risk.

Speaking of corrosion, most of our Mark 1 coaches were overhauled around 15 years ago and these works are starting to show their age. We've had three coaches go through the shops this year, they are 4981, 4416 and 4842 with 4349 next in the queue. Car 14 has gone away for overhaul as well. This will include a structural examination and replacement of all the match boarding along the outside. Once 4349 is complete we also intend on converting one of our Turbot wagons into a Super Turbot by welding up the sides and no doubt at least one other Mark 1 will go through the shops this year.

The next visit, a Royal visit has received extensive coverage elsewhere so I will leave it for others to report on the days proceedings. What I would like to say is thank you to everyone who helped make the day such a success and thanks to everyone who helped contribute to the point where Swanage Railway was awarded "the MBE for voluntary organisations". You should all be very proud of your efforts.

Footfall for May is slightly up on last year at 24,747. This means year to date footfall is 50,892 compared to 51,742 in 2017. Not bad as there were 10 fewer operating days and 2 days cancelled through poor weather in the period January to end of March.

Matt

And now for something completely different!

What do you do when a passing train has set fire to a wooden sleeper in the station at Corfe?

Yes, we know the obvious answer, but porter Tim Dredge has chosen a more suitable method in a public place, and is extinguishing the smouldering timber with a bucket of water on 18th June.



Meanwhile, Station Master Peter Brice is in civvies trimming the hedge.

And in the signal box, S & T technician Michael Paul is trying to discover if anything in the single line tablet machine has anything to do with an intermittent electrical issue.

If he can understand how that thing works, he must be able to solve anything!





On 22nd May, the sidings at Corfe have been emptied and our P'Way team is setting about preparing a site for the re-location of the wooden coach body recently removed from Swanage (see issue 33).

On 24th May, the coach and crane FBC1 have been collected by class 33 Crompton no D6515 and are being propelled across the road at Norden prior to going to Corfe sidings.



At Corfe, the coach is lifted into position onto a prepared bed of timbers.

The finished job, with the heritage coach team's current workplace back to its usual position.



Also in the Corfe sidings on 16th June, the B team of Jeremy Weller, Doug Chick, and Chris Barton are found repairing rotting timbers on the Sygnets' B Van.

B Team? Coined by Jeremy as all their work seems to start with B, like B van, Beryl, Brake vans, etc. as we've seen previously in their usual place of work in the goods shed at Swanage.

We need volunteers!

Signalling inspector Alan Greatbatch is operating Corfe signal box on 16th June, and catching them young!

Will these boys show as much interest when they are older? Who knows?



Our class 108 Diesel multiple unit will not be compatible with our other units when they return from Eastleigh in the near future, so it is being offered for sale!

So get your bids in! Why mess with a model railway when you could have the real thing?

Check out the offer at

<http://swanagerailway.co.uk/for-sale-diesel-multiple-unit>



On 16th June, our DMU is operating the 14.00 service from Norden to Swanage, passing South Western Railway's class 159 no.159 014 ready to operate its next shuttle to Wareham. The following service for the 159 would see the fingerboard on the down platform indicating a service to London Waterloo!

Our service train is seen here operating through the Up platform in the Down direction. And the other train will be leaving the Down platform in the Up direction! Now where have we seen that before? Oh yes, St.Trinian's!



Blinkin' 'eck! It's rush hour at Corfe Castle on 16th June. There are days like this when we experience the Swanage version of a super crush load!

Unlike India, we do not carry passengers on the outside! Yet!

Some Staff News

Most staff will have already seen the announcement of the staff barbecue, which this year will take place from 18.00 at Swanage station on Friday 20th July. Thanks are due to Matt Green, the Wessex Belle team, and to Operations for making available a steam loco and crew for people to play with.

Make sure you respond to the RSVP to jacqui.hagger@swanagerailway.co.uk with numbers attending and any dietary requirements, to help food planning.

This event is open to all staff and their families/partners. Staff, of course, includes full and part time paid, and zero hours zero remuneration employees; yes, that's us volunteers!

At the start of Volunteers Week (1st - 7th June) which is about celebrating and thanking those who give up their time to make a difference. Swanage Railway announced the roll out of Long Service badges for 5 to 25 years inclusive, in 5 year increments. These are to be issued to its current volunteers i.e. those active after 31.12.2016.

Thank you to the 200 Club for its financial support to make this possible.

It is anticipated that the first badges will be distributed to the longer serving members at the AGM in October, and the rest from Santa Special time onwards.

The information held by the railway, particularly in relation to less recent joiners, is not as complete as it could be. To ensure those who are entitled to a badge receive the correct one in a timely manner we request that **ALL** volunteers supply the following information either via a form on the srstaff website, via email long.service@swanagerailway.co.uk, or through the post to Long Service (Clive Hardy, Passenger Services), Station House, Station Approach, Swanage, Dorset, BH19 1HB.

As you can see, some information requested is not directly related to long service, but is being requested at the same time to assist the Railway in bringing some of its records up to date.

Surname

First name(s)

Name known by, if different

Year of birth

E-mail address

Home address

Postcode

Month / Year you first started as volunteer with Swanage Railway

Current primary volunteering role / department

Other current volunteering roles

Month / Year last volunteered

Please provide name and contact details person to be informed in case of emergency

Name

Contact Address

Contact Telephone

Relationship to you

By supplying these details I understand and consent that Swanage Railway will process this information in order to contact me whilst I am a volunteer at the Railway and to maintain records for the issue of long-service awards



Over the winter months the M&V Group have been reviewing the whole volunteer life cycle from when a person makes their initial inquiry through to actually becoming a volunteer, the three-month review and to when someone finally leaves us as a volunteer. It recognises the need to improve the process that has served us well in the past by ensuring that it is cohesive, dynamic and can meet the needs of the business now and going forward.

The Volunteer Engagement Process has been approved by Council of Management and had clearly defined functions with identifiable responsible individuals and is underpinned by a simple management system that helps to ensure that volunteer enquiries are followed up and volunteers are welcomed, made to feel wanted and are valued. More details to appear on SRStaff website.

If you know anyone who is interested in volunteering, please ask them to email the Volunteer Recruitment Officer at iwanttovolunteer@swanagerailway.co.uk to start their journey.

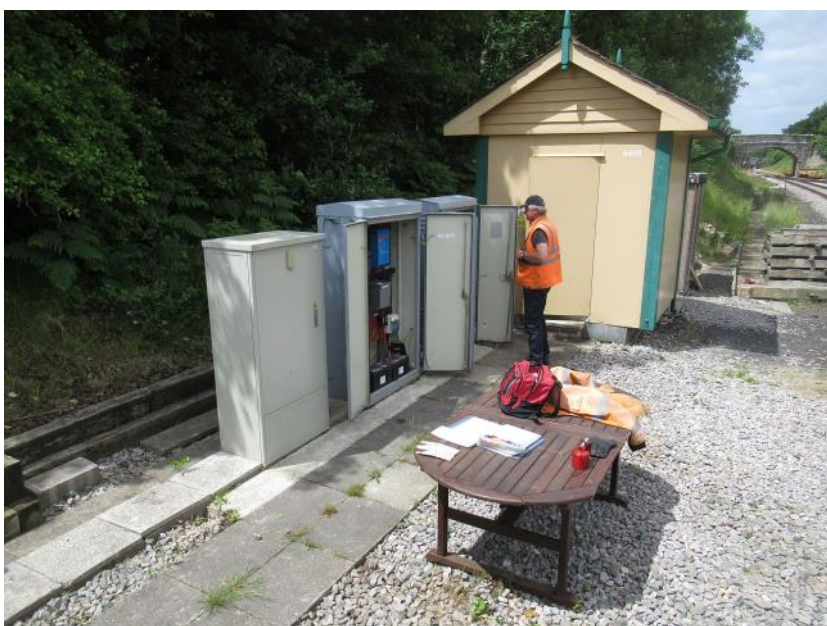
All this staff info provided by Jacqui Hagger, Trustee and Director, Swanage Railway Trust



15th June at Norden, and Car 14 has been shunted onto the Arne Road siding to await collection and transport away to be refurbished.

Over in the Norden car park, what's happened here?

Yes, the council has finally got around to filling the potholes! At that price for parking, about time too!



And outside the Norden Gates crossing keeper's box, technician Mike Southey carries out routine servicing on the crossing control system, ostensibly without affecting the crossing's operation.

Mmm. Another visit might be appropriate when no trains are running!

And now for some Norden Nature Study!

You've seen the swallows building their nest in the crossing box porch in a previous issue.

This is what they were doing it for.

Aaw!



Right when you thought that the two tenders parked at Norden were doing nothing, here's the evidence that something found a use for them!

A nest in each behind the brake gear of both *Eddystone's* and *Manston's* tenders.

But what birds?

Suggestions on a fiver to the editor!



The T9 is back!

Fitter Chris Birmingham scrapes the new white metal bearing surfaces on the axle boxes for the T9's bogie to fit the axle journals.

Fitter Mark Lowry is assisting, on 4th June.

On 19th June, the crane has been hired, and it's more hands required to persuade the bogie frame and axles to come together.

Picture by Nick Lloyd



This picture taken by Barry Light



Finally, the T9 is lifted by the crane, and the bogie pushed into position by LC&W staff Graham Froud, Chris Birmingham, Mark Lowry, and Alan English in those fetching shorts!

The loco was last heard of out for a test run today 22nd June.

To keep you in touch with the progress on the T3, we can report that the boiler has been removed and is seen here in the yard at the Flour Mill workshop.

There has been a recent visit by our project people, so you can expect further information next time.

Get those wallets handy!



Now for some info on training.

Anybody wishing to volunteer in any job on the Swanage Railway will be appropriately trained.

Our standards are very high, and this is reflected in the frequent training events. For example, driver and fireman training took place on the 14th June utilising locos in top-and-tail mode on the extension, out of the way of service trains. U class 31806 and Crompton D6515 did the honours, under the watchful eye of Chief traction inspector Matt McManus.

On 16th June, trainee porter Les Deller finds himself at Norden seeing how guard Andrew Patrick does his job. It's not just platform stuff in his training programme!

Another training event for train crews and signalmen took place on the evening of 18th June to give practical experience of a divided train or a train on fire. Well, not too practical. The train was not set alight!



So, not having skills is not a reason to avoid volunteering! You will be trained!

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>