



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 50 – May 22nd 2019

50 issues! Who'd have thought it!

Hot on the heels of the most memorable visit of Flying Scotsman comes the annual Diesel Gala and Beer Festival, from 9th to 12th May.

Of course, planning for any of these events starts months before, and many thanks are due to those who spend enormous amounts of their own time organising all aspects for the railway's and our benefits. We salute you!

But before the gala could start, there were a lot of comings and goings that had to be dealt with.

A successful diesel gala needs diesels, and at the beginning of May we had just one, if you don't count the shunters!

And here's the first two, having arrived by road transport on 30th April, being towed to Swanage by our Crompton 33 111. Here waiting at Harmans Cross for the passenger train to pass.



Two locos of similar age and power from different manufacturers.

Class 25 no. D7535 hired from South Devon Diesel Traction, at the South Devon Railway, and class 26 no. 26 007, which was actually the first-built of its class, from owner Victor Korzeniewicz and normally based at Barrow Hill.



The 8th and 9th May were two busy days at the road crossing at Norden.

On the 8th, a diesel convoy originating at Kidderminster on the Severn Valley Railway arrived, but not before we had to send a hired steam loco back.

Class 50 no. 50 007 Hercules, from the Class 50 Alliance, and on hire to GB Railfreight, hauled in class 31 no. 97 205 (previously 31 163), and class 50 no. 50 026. The latter loco was along for the ride, in transit to Eastleigh, and was put aside during the gala. One loco that should have been in the convoy was Peak class no. D4, which had technical issues, and was unable to attend.



Another picture of 97 205 shows its unusual (and unique?) British Rail Research Technical Centre livery, here waiting to cover the evening service on 11th May. This loco is based at the Chinnor and Princes Risborough railway.



In issue 49 of Swanning Around, we reported on the short-notice hire of Ivatt-design 2-6-0 no 46521, to cover a shortfall in our steam fleet. It performed so well and was very popular with crews that we wanted to keep it! But the owners wanted it back! So, with two low-loaders on site at Arne Road, the loco waits to be loaded for the trip back to the Great Central Railway at Loughborough on 8th May.



No pictures handy, but on 9th May, two diesels from GB Railfreight at Eastleigh (59 003 and 73 119) were due to arrive very shortly before the return from active duty with West Coast Railway of our own Crompton class 33 no.D6515. If the arrivals were as per timetable, it would have been a close thing not to delay D6515 at Wareham waiting for the single line to Norden to clear. As it was, the GBRf locos ran early and our service train was a few minutes late, so it all worked out just fine!



Preparation for the gala included moving the TC driving trailer into the goods shed road at Corfe Castle for display, cab visits, and hopefully some contributions.

The coach has been sheeted up at Herston since it arrived a while back, so, on 7th May, members of the TC group set about removing them for the event. David Coombs, Alan Greatbatch, Dave Gravell, and George Rashbrook figure out how to fold up this monster!

More TC coaches will be coming soon. If you want to be part of making this TC set a working asset at Swanage, check out the website at <http://www.4tc.org.uk/unit/index.php> to find out how to help.

And here's the view from the cab as the diesel convoy passes on 8th May.

This and other pictures on Facebook at <https://www.facebook.com/SwanageTCgroup/> along with the latest info.

Stop Press!! Another TC coach has arrived! See page 10.



The class 26 that you saw on pages 1 & 2 is staying with us until September to bolster our diesel fleet. This is to ensure we have sufficient resource to operate the green timetable, a mix of steam and diesel.

Usually, we would use a Diesel unit, but we sold ours! The units for the service to Wareham should be with us soon, but are not here yet, so it seemed appropriate to mimic the national railway companies and offer a rail replacement bus service!

Here's Trevor Shore of Dekkabus taking a break at Norden. The Bristol FLF Lodekka was hired to run the free service between Wareham and Norden stations, for the diesel gala.



There may be no services to Wareham yet, but some diesel gala services went most of the way, as far as the River Frome on the approach to the main line.

This photo, from Gary Packer, taken from Holme Lane bridge, shows the gradient at 1 in 78 from Tidmore in the distance, and over Holme cattle creep bridge behind the train. The train has to power up this gradient for 1¾ miles to Furzebrook, and shows D7535 making a good fist of it, with class 31 no. 97 205 trailing at the back on 10th May.



There's no getting rid of Flying Scotsman! Even this year's staff barbecue on the station at Swanage on 18th May was billed as a celebration of FS's visit.

Yes, even the food and drink was upgraded to a hog roast and at the other end, some fizzy drinks!

A very good turn out of staff and family members, all acting in the best British traditions—look at that queue!



Normally, we would have a loco available for attendees to have a go at driving, but this was not possible this time for technical reasons. So it was all about eating, drinking, and socialising.

There was a different smell about this hog roast — a bit like tarmac. The roast had scorched the platform surface!

Wagon maintenance is in progress!

While everyone else is getting excited with the diesel gala, Steve Dadd is carrying out repairs to the Book Wagon at Corfe Castle on 10th May.

This van is London and South Western Railway box van no. 2780.



It's 18th May, the staff barbecue is just starting, and the web cam on Swanage signal box has found Tango-man in more orange than is good for him working on a van.

The culprit is Jeremy Weller and he's painting underframe components on the box van S49445.

The van has been released from the goods shed. Can't do the underframe in there.

See issue 47 for Jeremy's last appearance with this van in SA.



What does Corfe Castle station manager David Scott actually manage?

He manages to do it himself and on 2nd May has managed to trim the hedge!



He also manages to do station staff stuff, and here he is on 17th May exchanging greetings with Travelling Ticket Inspector Joe Begley.

John Piper has replaced a Newell post on the stairs to Corfe signal box on 2nd May. Perhaps he is praying that the signalmen don't break this one!



Look! It's 20th May and they've started digging for the inspection pit in Corfe siding no.1 for the Wareham service DMU servicing facility.

That's a big hole! And it's our own Richard Fry digging it with Little Sis, directed by the contractors, Andrews.

By the time you read this, there will be concrete in that hole.



The second spoil train, hauled by diesel shunter 08 436 heads for the disposal point at Tidmore, the material to be used for reinforcing the embankment.

Picture caught by the web cam on Corfe Castle signal box on 20th May.



Just for a change, we are going to tell you what didn't happen!

It's 24th April, and the S & T people are all geared up to remove the redundant Down Home signal post at Harmans Cross.

The crane driver thinks there's something wrong with the fuel system on the crane engine. Rather than have the engine stop in mid lift, foul of the running line, and cause cancellation of the day's train services, the job was abandoned. Look out for it in a future SA.



Stop Press! The trailer brake second corridor coach 70824 of the TC set has arrived at 16.30 today, 23rd May. D6515 has come to collect it with two other coaches, so it won't be lonely on the trip to Swanage!

Another coach from the set is due to arrive on Saturday 25th May, although that will not look so pretty as it is has not had all this work done.



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>