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563LG, T3 Times – February 2022

First of all, we would like to welcome the many new supporters to this issue of the T3 Times. We have been overwhelmed by the number of people who have signed up recently, including the many members of the Swanage Railway Trust who responded to the Trust's latest appeal for the balance of funds needed to restore the T3's Tender. This appeal, with a target of £25,000 has now raised over £24,500, and so unless there are some surprises yet in store, that aspect of the 563's restoration is now almost fully funded thanks to your help.

Flour Mill



Work continues on preparing the cab sides and splashers for further coats of paint and test fitting the brass beading.



The support brackets are tack welded into place on the outer firebox.



The start of a new nut for the reverser can be seen at the far end, ready for squaring off.

Work continues at a good rate of progress at the Flour Mill, attention of late has been on the boiler. The staff have been working on establishing the process of fixing the crown sling hanger arrangements to the top of the outer firebox. This is an incredibly time-consuming stage of work, as the holes in the original outer crown wrapper are not symmetrical but in slightly irregular locations. As the new firebox is inevitably slightly different in size and shape from the old one, it is very difficult to establish the correct location for where the

crown sling hangers need to go, with the only fixed point of reference being the firehole door. They are also preparing to fix the boiler support brackets onto the outside of the boiler. The latest estimate is for the firebox to be fitted into the boiler and with all the stays in place by June. After this the smokebox angle ring will be installed, ready for the fitment of the tubeplate and re-tubing - the tubeplate will be left off as long as possible to retain easy internal access.



Looking up at inside of the top of the outer firebox where the crown sling hangers are being attached to the outer wrapper of the firebox, these will ultimately be attached to the crown stays on the top of the inner firebox and need to be in exactly the right location.



The brass beading being cleaned up ready for trial fitment on the splashers.

Meanwhile, work has also started on cleaning up the brass beading for the splashers, we'll have some information about what this means for the livery of 563 in a future issue. We're still planning to paint it in Drummond Era livery, but with the addition of the splasher beading, it won't be quite as it was in 1948. Work has also been undertaken to clean up the reverser screw ahead of making a new die block for this to reduce the amount of play in this.

T3 Tender

Volunteers continue to progress the strip-down of the tender to coincide with the many upcoming moves of stock on and off the railway over the next few months. Hopefully, it won't be too long before we can get this into the works and start refurbishment and reassembly.



A reinforcing plate on the loco end of the tender had been putting up a good fight for our volunteers with lots of flush rivets to remove. Thankfully this has now been removed as it was also holding the tank to the frames.

From the archives: 563, but only just!

We thought readers would be interested to hear about an interesting discovery related to the preservation of 563. Following a visit to the NRM, it was discovered that 563's record card had the locomotive down as being transferred into the ownership of the Stevensons Locomotive Society (SLS), there had not been any other references to this in the various books which cover the history of 563, and so contact was made with the SLS to see if they could provide me with more information. They confirmed that the locomotive was not transferred into SLS ownership and pointed us to the Editorial from the July 1948 edition of 'The Journal of the Stephenson Locomotive Society' Vol. XXIV, No. 279, Pg 157.:

Restoration of Adams 4-4-0 Locomotive

Every member of the society will rejoice wholeheartedly at the recent action of the Railway Executive, Southern region, in arranging for Adams 4-4-0 locomotive number 563 to be retrieved from the scrap heap and restored in a worthy manner for posterity.

The Society takes particular pleasure in the decision to preserve this example of British locomotive design, because it began its own efforts a long time ago to persuade the authorities that this was a type thoroughly worth saving for public exhibition. The Adams 4-4-0s are important from the viewpoint of the student of locomotive history, as they typify the best engineering practice of the closing years of the nineteenth century. They form the design chosen by Pettigrew as the model around which he built up his classical textbook, "A Manual of Locomotive Engineering," which was for many years the only book of its kind in the country. Anyone interested in the mechanical details of these beautifully-designed and constructed machines will find that study of Pettigrew's book will amply repay his efforts. [Editor: This book will feature in a future edition of the T3 Times!]

Quite apart from their technical interest, the striking appearance of these superbly proportion machines has always attracted the attention of non-professional admirers as well as of locomotive men. By a masterly of imagination and ability to foresee the value of such an exhibit, an L.S.W.R. carriage of the period has been renovated and restored to the old livery as a worthy consort to the Adams engine. In recording our warm appreciation of this excellent and painstaking piece of work—at once a tribute to the past and a message to the future—we should like to offer our sincere congratulations to our member, Mr A. B. MacLeod, the Chief Stores Superintendent, Southern region, and to Mr G. Wynne-Davies who in his delightful speech at our annual dinner last year showed his deep interest in the Society's aims. To Mr Bullied, in whose workshop the restoration was carried out, we offer our grateful appreciation. We recount drawing his attention to the worthiness of an Adams locomotive for preservation in a talk with him nearly three years ago; more recently the Society began negotiations with him, with the same object in view, and we know he will understand how satisfying it is for the Society to see the realisation of this proposal which they have so much at heart.

On a recent visit to the National Archives at Kew, Will Sheret had a more comprehensive look at issues of The Journal of the Stephenson Locomotive Society across the year 1948 and found the following in the May 1948 edition, Vol. XXIV, No. 277, Pg 101.

Locomotive preservation

At the time of the nationalization of the British railways, the society was in the process of negotiating with the London, Midland and Scottish Railway for the preservation of Kirtley 2-4-0 locomotive No. 20002, and the Southern Railway for the preservation of Adams 4-4-0 No. 571. With the passing of the railways into public ownership, it was decided that an attempt should be made as soon as practicable to find out the general attitude of the new administration to saving of historical railway relics, with the view to placing them on public exhibition. An interview was arranged with our was arranged on 19th March with Sir Cyril Hurcomb, Chairman of the British Transport Commission, when the president and Mr Skeat put the case for these two locomotives, and outlined the efforts already made. Mr R A Riddles, as a member of the Railway Executive particularly concerned, was also present.

The Kirtley 2-4-0 locomotive No. 20002 was also successfully saved. The remaining question, therefore, is what happened to 571, and why did 563 take its place? It's probably impossible to know for sure, however, the photo below of 571 at Eastleigh Works after withdrawal gives us a plausible explanation. Close examination of this shows that 571 has been involved in some sort of rough shunt, bending front buffer beam and running plate. This isn't something that would necessarily be terminal (it's fairly minor compared to the repair work that had to be undertaken on Evening Star, for example) and is perfectly repairable but is, of course, extra work. Given the locomotive was only to be restored for static display and 563 didn't have these afflictions, it would've been the obvious choice to save instead.

Of course, 571 was withdrawn in 1943 for reasons unknown and so it is possible that it had other mechanical defects which rendered 563 a better choice, discounting the accident damage to the front buffer beam. Nevertheless, it's another tantalising story of how 563 survived against the odds.



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Without being biased, I'm not sure 571 has the same ring to it as 563... Mind you, the firebox may have been in better condition!

563 in the Press

Supporters of the project may be interested to read in more detail about our restoration of 563, which can be found in the February issue of 'Trackside' Magazine.

The team were also lucky enough to be invited onto the podcast 'Railway Mania' which you can listen to here: <https://youtu.be/kqt12jxxV9k>

Financial Update

This edition of the 'T3 Times' started with an update on the progress with fundraising for the tender, so it seems appropriate to end with a summary of where we are with the locomotive itself. Supporters may recall that when we launched the tender appeal in December we estimated that we had a total of £200,000 to find. Assuming that by the time you read this we will have hit our target of £25,000 for the tender, that means that we have £175,000 still to go. While we have identified a few extra costs recently such as new springs and have elected to spend more on refurbishing the driving wheels to ensure they are crack free (they are), we are not at this point adjusting our targets. As may be appreciated from the explanation of the complexities of installation of the unique design of the inner firebox, such things are difficult - impossible even - to accurately predict in terms the man-hours required. We will therefore review our budgets after this aspect of the project has been completed around mid-year, but for the time being we need to remain focussed on that not insignificant amount of £175,000. We are very much aware that this is a big 'ask' at a time when we are all facing ominous signs of higher energy and food costs and rising inflation generally, but if you are in a position to help we would be most grateful.

Finally, thank you again for your support and interest in seeing 563 back in steam in 2023. With your help, we will get there!