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563LG, T3 Times – July 2021

Dear 563 Supporter,

Welcome again to another issue of the T3 Times, apologies for the slightly late arrival of this issue, we took the decision to hold over our June issue to enable us to report on our successful Flour Mill open day held on 1st July. This was a very successful event, and it was brilliant to be able to show some of you what your generous donations have helped to achieve. We hope to be able to welcome more of you to the Flour Mill in the future.

From the archive: Brighton 1958



In response to the Colour Rail photograph of 563 at Brighton in our previous issue, Peter Sykes has provided the following informative context to the photograph:

Regarding the lovely Colour Rail picture of 563 and 30055 at Brighton Shed. It may just be coincidence - however...

On Sunday 13th April 1958 the Railway Correspondence & Travel Society had organised the 'Sussex Coast Limited' from London Victoria with haulage provided by the LBSCR Class H2 Atlantic No 32424 Beachy Head for the outward journey from Victoria - Clapham Junction - East Croydon - Three Bridges - Haywards Heath - Lewes - Newhaven. At Newhaven, Stroudley 'Terrier' tank No 32640 hauled the train to Newhaven Town where Brighton-built BR Standard

2-6-4T No 80154 handled the Newhaven Town - Lewes - Brighton leg. Finally 'King Arthur' N15 Class No 30796 Sir Dodinas le Savage hauled the return from Brighton to London Victoria : <https://www.rail-online.co.uk/p608468259/hD0765FF4#hd0765ff4>

The tour was officially titled the 'Sussex Coast Limited'. Some passengers on board report the unofficial tour name as the 'Brighton Atlantic Farewell' - because the outward leg was the final duty for 32424 Beachy Head. The stock consisted of seven coaches including Pullman Car Myrtle, four BR Mk1 coaches with the rake top and tailed by Maunsell nondescript brakes. At least one of the Mk 1's carried roof boards announcing "R.C.T.S. SUSSEX COAST LIMITED".

Pullman car Myrtle came into service in July 1911 as a 12 wheel Kitchen First car (later reclassified as a Buffet First). It was built by Cravens of Sheffield and weighed 41 Tons tare. Luxurious seating was provided for 23 passengers at one end with a kitchen at the other end.

Incidentally, 80154, mentioned above, was the last engine to be built at Brighton Loco Works and was outshopped on Tuesday 26th March 1957.

Thanks must go to Peter for the additional information, we're certainly lucky to be supported by people with the wealth of knowledge to share.

Report from NRM



One of our committee members, Will Sheret, took the opportunity to visit the Search Engine Archives at the NRM to look over the files held on No. 563 and any relevant drawings that we haven't already had scanned. The visit was tremendously interesting and revealed much useful information about the locomotive. For example, 563 was recorded on 4th June 1940 leaving Woking heading towards Basingstoke with a troop train of 12 LNER corridor coaches as part of the effort to evacuate Dunkirk! We were also able to establish the paint codes used to paint the LSWR M7 based at York, and have gained a lot of information about the extent of the work carried out on 563 during the 1958/60 Eastleigh restoration, expect to see more information from the files in the coming months!

Whilst the visit to the Search Engine revealed a lot of additional information about 563, we are still lacking much substantive information relating to the 1948 overhaul. Apart from a few photos from the S. C. Townroe Collection and a note from A.B. MacLeod, which was kindly supplied by the Isle of Wight Steam Railway Archives, we lack other primary source material. It has been suggested that the Archives at Kew may have more information to give us, and so a visit will be scheduled there in due course. In the meantime, any additional leads would be much appreciated.

Flour Mill update

Progress continues at a rapid pace at the Flour Mill. The brand new inner firebox is now being test fitted inside the boiler. Work is on-going to fit the threaded bushes into the backhead and throat plate to enable the smallest size stays to be fitted into the inner firebox, ensuring we get the maximum service life out of it as possible. The quality of the work speaks for itself, and we're delighted with the progress that continues to be made.



Tender Update

Discussions continue around finalising plans for the tender to go into Herston Works, unfortunately there has been some slippage in the schedules of locomotives already in the works or due to go in shortly. However, we are hopeful that we will be able to finalise the slot for which we can start work on this in the near future, we will then begin planning working parties to dismantle the tender.

www.563locomotivegroup.co.uk/t3nder-club/

Flour Mill Open Day

We were delighted to welcome many of you to the Flour Mill on the 1st July for our inaugural open day. Our thanks must go to our host, Bill Parker, for making us so welcome, but also to all of you who travelled substantial distances to see first-hand progress on 563. We're sure you will all agree it was a worthwhile

visit, showing you first hand what your donations have made possible. We hope to be able to welcome you back again soon, possibly around the end of the year to coincide with the boiler work being completed and attention turning to the chassis.

Due to the Coronavirus restrictions at the time had to be cautious with very limited numbers, however we hope to hold further open days, and welcome more of our generous supporters, going forward.



Some of the 563LG team with the T3s upturned boiler, from left to right: Nick Lloyd (Secretary), Nathan Au (Chair), Steve Doughty (Treasurer) and Will Sheret (Swanage Railway Trust Director).