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Dear 563 Supporter,

The 563 Locomotive Group is sad to report the passing of our supporter Alan Moore, at the age of 84. Alan, perhaps best known in heritage railway circles for his role at the Bodmin & Wenford Railway, was also a supporter of many other projects, including the Swanage Railway. He made the repatriation and restoration of Pullman Observation Car 14 from the USA possible, supported the first restoration of the Churchill van and, most notably here, kick-started the restoration of the T3 by funding its move to the Flour Mill for assessment for a return to steam. Alan had a long relationship with the Flour Mill, who overhauled a number of engines from the Bodmin fleet, including most of their GWR locos, the NRM's T9 (now at Swanage), and the Beattie well tank. Alan became a patron of the Swanage Railway Trust in 2013. A full appreciation will appear in the next edition of Swanage Railway Magazine.

From the archive: Brighton 1958



Some of our regular followers may have seen this photo before, as it formed the basis for the introductory slide for our Online Conference. We thought that this stunning photograph of the 563 needed a proper introduction, and therefore make no apology for sharing this one again.

The photo is courtesy of Colour Rail and shows 563 at Brighton on 13th April 1958, alongside LSWR M7 30055. There are several shots of 563's visit to Brighton on this day, possibly this was part of a shed open day? The locomotive has its connecting rods removed, this would enable it to be hauled dead, possibly to or from Farnham Carriage shed, or Tweedmouth, locations where 563 was stored before restoration in 1950s at Eastleigh ahead of being displayed in Clapham Museum. We would welcome any more information our readers may have on the backstory of this photo.

The livery 563 wore at the time was the post-1903 Drummond Livery, and this is how we initially intend to turn the locomotive out. The colour rendition in this photograph, clearly shows that the green 563 was turned out is significantly different from how LSWR M7 No.245 at the National Railway Museum (NRM) is painted. This could easily be a combination of the effect of the film used and fading of the paint with time, rest assured we will be taking care to ensure we get the green right.

Technical: Piston Tail Rods

In a previous T3 Times we outlined the differences between the 563 under Southern Railway ownership and when originally constructed. Following on from this a supporter asked what exactly the tail rods were. The piston tail rods, as shown below, attach to the front of the piston head and go out through a gland in the front piston cover. These, theoretically, have several advantages compared to a standard assembly whereby the piston head is attached to the piston rod only. Firstly, the piston is supported at each end this prevents ovaling in the piston bores, it also should encourage better sealing between the piston rings and the bore as the piston head is held centrally inside the cylinder. Of course, there were certain disadvantages too, chiefly there being more maintenance and an additional gland from which steam could escape. As these were open to the elements they would inevitably just be another area enabling dirt ingress to the cylinders. These were removed by Drummond around 1900, and so evidently these disadvantages didn't outweigh the theoretical advantages!



These were refitted to 563 during her overhaul in Eastleigh in 1960; given all of the shunting around that she's been subjected to; these probably played a useful role in keeping the piston bores in good condition. Although not strictly correct for the livery we plan to turn 563 out in, having weighed up the pros and cons, we have decided not to remove these at this stage. It's very hard to justify the additional expenditure to replace parts which are in good condition.

Flour Mill update

Matt McManus and Graham Froud recently paid a visit to the Flour Mill to check progress on 563, owing to lockdown restrictions, this was their first visit in some months. It was important to see first hand how work on the inner firebox was progressing ahead of fitment to the boiler. Once fitted most of this will be out of sight for 10 years, if not longer, and so this must be right. The workmanship is of a high standard and the inner firebox is a real credit to the team at the Flour Mill.

Work continues on the boiler, with the girders stays now being fitted to the top of the firebox, quite an undertaking as the photos below show. The foundation ring has also been fitted to the bottom of the inner firebox. The angle ring for the front of the boiler has arrived from South Africa, and will soon be offered up alongside the front tubeplate, which is currently being worked on. Discussions are ongoing about the manufacturer of the stays and other parts needed to finish the boiler. Although progress on the boiler has been good, we expect work to continue on this until the end of the year.



T3nder Club

The team would like to thank those T3 supporters who have signed up to the T3nder Club. The response we've received is enough to cover the materials we need, notably the replacement of the cast-iron brake rigging and some steel plate work. While we are still open for more members, it is hoped that the use of volunteers and railway facilities will enable us to get the job done comfortably within budget. Space in Herston Works is at a premium, but we are hopeful that our tender will be able to go in soon.

As followers of Swanage Railway may already know, Southern Locomotives Limited Bullied Pacific 34072 '257 Squadron' has had to make an unscheduled trip to Herston Works for some maintenance, this has changed the schedule in the works somewhat and we are still working out a date when the tender can enter, once we have this we will start organising works parties to dismantle it at Norden ready for transport. Any more volunteers for this, as well as supporters for our Tender Club, would be gratefully welcomed. For more details about how to join the T3nder Club go to:

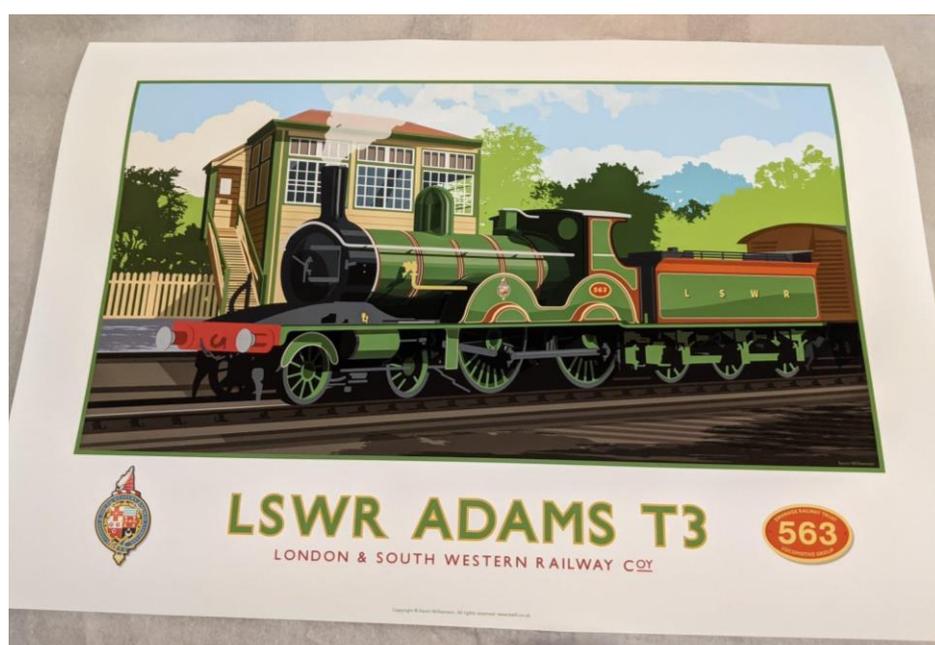
www.563locomotivegroup.co.uk/t3nder-club/

Stay turning progress

Swanage Railway Fireman and 563 Locomotive Group Supporter, Martin Sheret, is currently cleaning these stays up following their removal from the inner firebox in preparation for the relevant supporters.

Kevin Williamson Prints

We are also in the process of organising the printing and sending out prints of Kevin Williamson's drawing of 563 at Corfe Castle. These should arrive soon.



It's still not too late to get yourself a piece of 563 or one of our prints. For more information visit:

www.563locomotivegroup.co.uk/donate/

Flour Mill open day 2nd July

We are now in the process of organising our Flour Mill open day for supporters of 563. This will be held on 2nd July, subject to COVID restrictions, at the Flour Mill in the Forest of Dean. Here you'll have the chance to see progress with the locomotive for yourself. Numbers are limited, but we will aim to accommodate as many people as possible. We anticipate the visit starting at 11 am and concluding at around 1 pm. Further details including a lunch option will follow in due course. The plan does of course remain subject to Covid restrictions being lifted on schedule. If you would like to join us, please let us know as soon as possible. Pre-booking is essential for this open day.