



Swanage Railway Trust  
563 Locomotive Group  
Station House  
Swanage  
Dorset  
BH19 1HB

🌐 [www.563locomotivegroup.co.uk](http://www.563locomotivegroup.co.uk)  
✉ [563locomotivegroup@swanagerailway.co.uk](mailto:563locomotivegroup@swanagerailway.co.uk)

## **563LG, T3 Times – April 2022**

### **Fundraising & Finances**

When the last edition of the 'T3 Times' went to press, we had almost hit our target of £25,000 to restore the T3's tender. We hit the target just days later and, as some members will by now know from online coverage, the tender tank has also since been lifted from the chassis recently to enable restoration to commence.

Thanks to your generous donations and standing orders, completion of 563 in 2023 remains on schedule but for the project to remain on track, further funds are still needed.

The focus at the Flour Mill is now on the installation of the inner firebox in the boiler. This is a complex task, but we hope to complete this by mid-year. That inevitably means yet more money. Overall, we believe that we still have around £175,000 still to raise, but to reach this next milestone we need to find is £100,000. Can you help?

The boiler is the heart of a steam locomotive and as such the key milestone in any restoration project. 563's boiler is no different, so we are eager to see this completed such that we can start to put everything back together. That we expect to be fairly straightforward given the generally good condition of the rest of the locomotive.

I know this is a 'big ask' at a time of escalating prices for almost everything and a lot of other things to worry about, but if you're like me you'll find restoration of the T3 something of a welcome distraction and something to look forward to. We are currently over two-thirds of the way towards fundraising for the £500,000.00 estimate for the restoration – a mighty achievement and testament to the generosity of our supporters.

If you can help, all payments details can be found on the usual forms attached at the end of this 'T3 Times'.

### **Visit to the Flour Mill**

Our net supporter's visit to the Flour Mill has now been fixed for Saturday 11th June by which time we expect to be able to see substantial progress with the boiler. If you would like to come along, please drop us a line at [563locomotivegroup@swanagerailway.co.uk](mailto:563locomotivegroup@swanagerailway.co.uk) or call 07864647513. Numbers are limited, so please confirm your interest as soon as possible. If you have already expressed an interest in attending the next event, your name will be on the list but confirmation that you can make the date would be appreciated.

## Flour Mill progress report

In March Nathan Au visited 563 to record the latest progress that's been made by the Flour Mill, what follows is an account of the visit during this increasingly exciting re-assembly phase of the project:

The splashers have now received their first top coats and although we saw the wheels painted last time, seeing this much larger area in the BS225 light Brunswick green has been a welcome relief for everyone. The engine will look resplendent in its Drummond green livery, there's no doubt about that anymore!

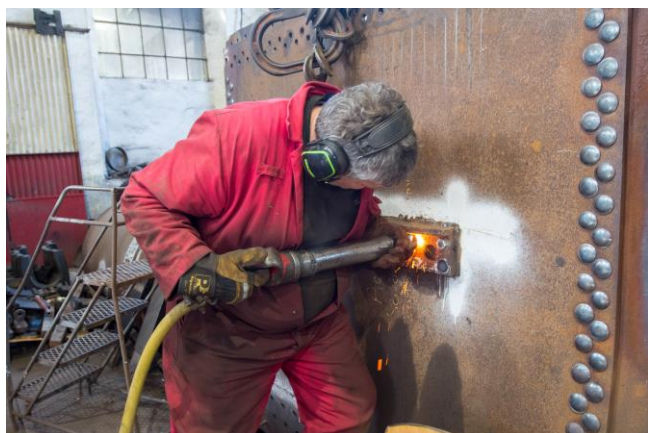


The splashers now in painted with top coat.

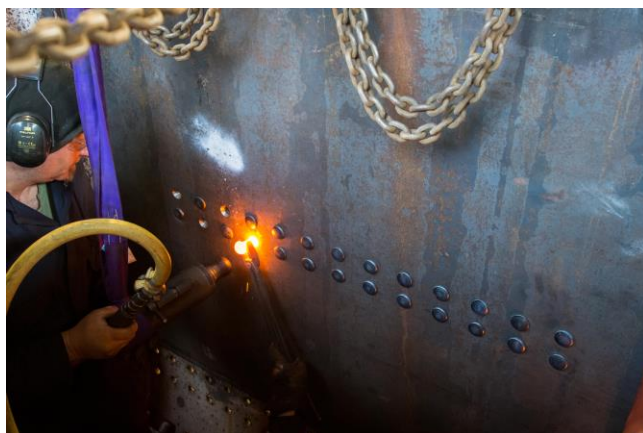


The pistons and covers are also back in place.

He was also able to witness the expansion brackets being riveted onto the sides of the outer firebox and these will eventually support the boiler in the frames, once it's turned the right way up again. The aim is to have the boiler finished before the end of the year but there's still well over 800 stays that'll need made and installed to fix the inner firebox in place to finish this assembly.



Rivetting of the expansion bracket onto the outer firebox.



The rivetting process viewed from the inside of the firebox.



The inner firebox (left) prior to final test fit where it'll be lowered into the outer firebox (right).



The view from within the upside down boiler barrel. The girder and sling stays can be seen at the bottom and once fixed in place, these will support the inner firebox assembly.





This will be the last time we see the inner firebox outside of the boiler and it's literally been a huge piece of the puzzle that we've been focusing on for such a long time ever since the overhaul first started. It's been an incredible achievement thanks to goodwill from our supporters and your contributions. We are delighted for us bring this specific chapter of the overhaul to a close and we can all look forward to it giving 563 a new lease of life in the not too distant future.

With the boiler making steps towards completion, at the same time preparations are being made for re-wheeling. The wheels are ready so attention is now turning to the overhaul of the axle boxes and bogie. The new springs have been fitted against the centre casting which help controls the side play of the bogie.



The bogie overhaul is underway and new springs have been fitted.



The bogie wheelsets are ready and waiting.

Other features like the piston rods have been re-fitted and slowly but surely, 563's unique characteristics are starting to come back again. It's going to be really unusual and impressive to see these extending from the front of the cylinder covers with each stroke!



The pistons and covers are back in place.



The newly machined reverser nut is complete.

Nathan also got to try the reverser on the bench with its newly machined nut and it's wonderfully smooth to operate. Unlike the original, the new nut has additional oil ways to provide lubrication for the screw and between the sliding faces to reduce wear.

Check out our Facebook page [@SRT563LG](#) for videos of the riveting action, inner firebox lift and the operation of the reverser.

## **Tender**

As reported via email the tender tank was recently separated from the frame in preparation for this being moved into Herston Works, we currently are awaiting the next road move in/out of Swanage to enable the tender move to be undertaken alongside this. Meanwhile, further assessments have been undertaken by contractors about the repairs required to the tank.

## **From the archives: Guildford 1958**

We were recently lucky enough to revive a first-hand account of one of the many exhibitions that 563 was used for between 1948 and 1960, what follows is some words by George Burch, then Guildford Fireman. We hope you find it interesting. If have something similar to share for the T3 times we'd be only too glad to hear from you!

### ***Guildford Down Yard: Locomotive Exhibition February 1958***

*I had settled into my job as an engine cleaner since late April '57 when I was detailed with three others to clean locomotive William Stroudley's A1X class No. 82 BOXHILL by name, in preparation for an exhibition with another locomotive, LSWR Adams T3 No. 563 in Guildford Down Yard in February '58*

*My cleaning colleagues were John Purvis, Paul Hawkins and John Ashby. Cleaning to a high standard was demanded by our chargehand Mr Fone, a man not to be taken likely.*

*Paraffin oil was used for cleaning locos but this left a very dull 'smear' on all the paintwork when dry so it was the order of the day to 'pinch' some much more expensive locomotive lubricating oil to add to the paraffin, about three-parts paraffin to one-part lubricating oil. This worked wonders, leaving the paintwork, linings and coupling rods bright with a high sheen.*

*Arrangements were made for the 'turners' to place 82 at the top of number 2 road near the turntable so that we had sufficient February daylight to see what we were doing; the lighting in both sheds was of very low wattage, the lights being positioned about twenty feet high or so above ground level. An evocative Dickensian atmosphere but useless to work by.*

*After placing a red 'NOT TO BE MOVED' board on 82's bunker lamp bracket we set to work with a will (well, when the Surrey Advertiser photographer was about anyway). Numerous hours were also spent polishing the brass-work but being careful not to leave any dirt or oil on the parts that the visiting public would be likely to touch.*

*At that time the T3 was normally berthed in Farnham Electric shed in the dry for safe keeping before joining the A1X in Guildford shed until both locos were ready to be transferred to Guildford Down yard ready for the exhibition. Also, in the down yard were a couple of coaches fitted out with a film projector and other various interesting paraphernalia for enthusiasts to view. I'm not sure, but I think the exhibition was free to everyone.*

*After both engines were placed in position ready for display the specially designed 45 degrees wooden steps were placed against the cab doors for easy access to the locos' cabs. All was now ready, apart from our Shed Master, Mr George Stovold, who decided to check the steps positioned by the engines for safer access.*

*The ascent was successful but on reaching the summit, as he turned around to descend, he missed a step and descended rather faster than he climbed. Mr Stovold was a gentleman of the old-school and his dignity was more damaged than his body. Not a man to swear he quietly turned the colour of a semaphore stop signal and said that the step would have to be repositioned. Both locomotives looked resplendent, especially 563 showing off her elegant classic Adams design.*

*Later, a television outside broadcast crew for BBC's 'Railway Roundabout' arrived to film the event and requested myself and others cleaners to look busy (after all it was a movie). The director was able to inform*

*us of the date and time of the broadcast. No video recorders in those days so I, with my family gathered round my grandparents 14inch black and white 405 lines screen tv to see myself on film, about a five seconds clip! (Editor: does anyone know if this clip might survive? I've previously watched all of the Railway Roundabouts but don't recall seeing this in the DVDs).*

*After thought.*

*A few months after the exhibition I qualified as a fireman and was lucky enough, sometimes, to cover Fratton firemen's work during that depot's busy summer timetables on A1X class locomotives as well as many other locos.*

*Some of the duties included shunting the Naval Dockyard with the A1Xs and working empty coaching stock from Fratton yard and up the 1 in 60 gradient through Portsmouth High Level station and on to the harbour. These locos sounded fantastic under the overall high-level roof as they struggled manfully at a walking pace with an eight or nine coach train that was destined to form a service from the Harbour to Cardiff hauled by a GWR locomotive.*



563 at Guildford shed 1958, we've been reliably informed the steam is from the loco shunting and not 563, George Burch.





563 on display at Guildford, George Burch

### **What next for the 563 Locomotive Group?**

With the completion of 563 just over a year away, thoughts inevitably begin to wonder onto 'what next'?

A number of T3 supporters have asked us about the future of the NRM's T9, which is stored on the Swanage Railway following expiry of its boiler ticket. The storage agreement with the NRM provides for an assessment to be undertaken for a possible return to steam and the prospect of having the T9, T3 and M7 working together is appealing, to put it mildly! But we have to be mindful to not stretch limited resources too far, so no decision on the T9 will be taken until the T3 is finished and paid for. We'd love to hear what you think, because for the T9 to be a 'follow on' project, we would need to know that the support would be there to make it possible. Let us know what you think...

### **GDPR**

You will be receiving the 'T3 Times' having previously expressed interest in the restoration of 563. If you should no longer wish to receive communications from the 563 Locomotive Group, please 'unsubscribe' by dropping an email to [563locomotivegroup@swanagerailway.co.uk](mailto:563locomotivegroup@swanagerailway.co.uk) or calling 07864-647513 and your details will be removed from our list.