



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

🌐 www.563locomotivegroup.co.uk
✉ 563locomotivegroup@swanagerailway.co.uk

563LG, T3 Times – July 2022

Editorial

Thank you to the many supporters who have responded to our latest appeal for funds to finish the boiler. Thanks to your generosity, the balance we need to find has fallen to around £150,000. That is of course still a sizeable sum to find, but given the rate of progress, we remain confident that we will get there, notwithstanding the increasingly evident inflation from which we are not immune. Rather than trying to manage a moving target, we have elected to keep to our original budgets until the boiler is finished and the assessment of the tender has been completed. At this point, we will be in a good position to assess the final cost to complete the project.

We are very happy to send paper copies of the 'T3 Times' to those of our supporters who are not able to receive it electronically via email. However, if you should have received a copy through the post but do have access to email, we'd be very pleased to update our records so send it that way instead to keep our costs down. Please drop a line to 563locomotivegroup@swanagerailway.co.uk or call Steve Doughty on 07864-647513 if any other changes are required.

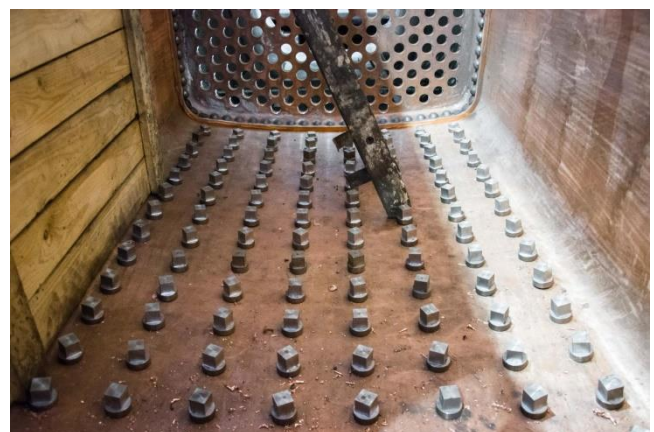
Flour Mill Progress

At our most recent Flour Mill open day, supporters were able to see first-hand the huge progress which has been achieved with 563 over the last few months. The locomotive has now been re-wheeled, and the inside valve gear has also been fitted. As can be seen from the photos, a number of other components have been fitted, such as the drain cocks and reverser assembly.

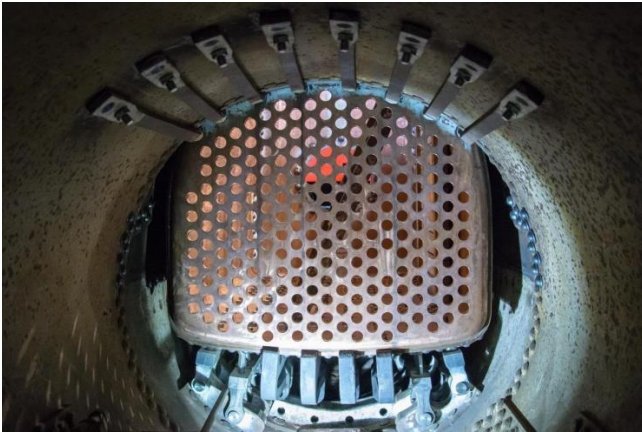
On the boiler, the firebox has been fitted permanently to the outer wrapper via the girder stays and work continues on drilling and fitting the hundreds of stays to hold the inner and outer firebox together. The photos below speak for themselves and we are incredibly grateful for your donations making this progress possible.



Newly machined crown stay bolts ready for fitting.



Crown stay bolts fitted, securing the girder and sling hangers.



Brand new girder stays and sling hangers viewed from the boiler barrel.



563's upturned boiler with the inner firebox now installed.



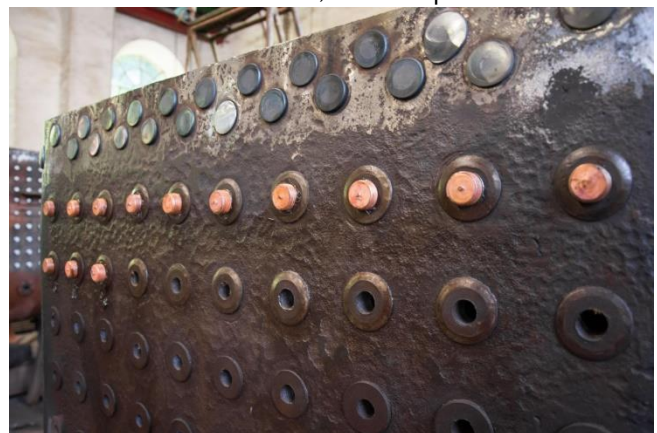
563 now re-wheeled and awaiting the boiler to be finished.



563LG team members with TV presenter, Tim Dunn and Flour Mill foreman, Geoff Phelps.



563 supporters were treated to a live demonstration about how a stay is fitted into the boiler at our recent open day.



The new stays fitted into the firebox.



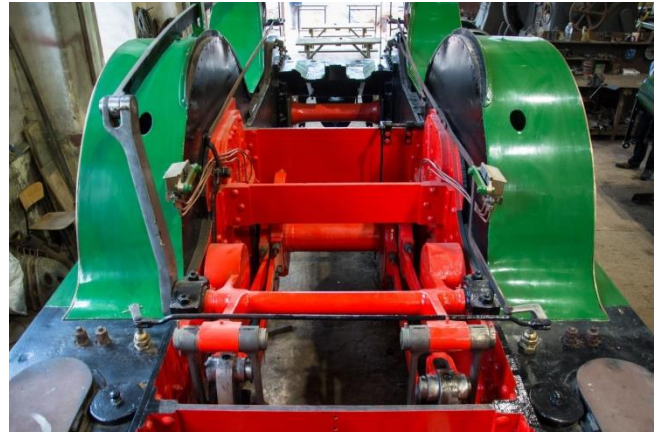
The dome cover, freshly repainted into Drummond passenger green, awaits refitting



The cylinder drain cocks have been refitted.



The reverser assembly has been refitted in the cab.



The reversing rod has also been reconnected to the lifting link.

Tender

The tender has now made its way into Herston Works where rapid progress on dismantling is already been made to enable it to be finished alongside the locomotive. We will be organising works parties for this as work progresses, please keep an eye out for further updates. The Tender tank has been picked up by a contractor who will be repairing the tank and modifying the coal space before returning this to Herston works in the winter of 2022/23.



The tender was dismantled in short order following its arrival at Herston Works.



Axle boxes removed from the tender.



The tender wheelsets passed the ultrasonic testing so thankfully there are no cracks!



The tank being shunted into position ahead of collection.

As the tender tank has been left out in the elements for the last few months, the old paint has faded in the sun. This enables us to see where the previous LSWR lettering once was! Your editor is also left wondering if the bright green paint is from the previous paint job in 1948, or undercoat from the 1960 restoration?



Livery

Following the publication of the photos in the previous issue of the T3, we have received various questions about the livery 563 is being painted. As outlined previously, a decision was made to paint 563 into Drummond's livery:

Variation	Locomotive	Splasher beading/ Crest	Chimney	Numbering	Tender lettering	Source
1	LSWR X2, No 589	Slasher beading and crest	Stovepipe	Cast number plate, inset painted	LSWR	NRM
2	LSWR T3, No 562	Splasher beading, no crest	Stovepipe	Cast number plate, inset painted	LSWR	NRM
3	LSWR T3 No 563	No beading, crest	Stovepipe	Cast number plate, inset painted	LSWR	NRM
4	LSWR T6 No 682	Splasher beading and crest	Stovepipe	Cast number plate, inset painted	Small LSWR with close spacing	NRM
5	LSWR X6 No 665	Crest, no beading	Stovepipe	Cast number plate, recessed numbers painted	LSWR	NRM
6	LSWR T3 No 561	Spasher beading, no crest	Stovepipe	Cast number plate, inset painted	SWR	NRM
7	LSWR X2 No 580	Splasher beading and crest	Stovepipe	Cast number plate, inset painted	S.W.R.	NRM

8	LSWR X6 No 659	Crest, no beading	Stovepipe	Painted/ transfers	SWR	NRM
9	LSWR T3 No563	Crest, no beading	Cast	Painted/ transfers	LSWR	South Western Circle

As you can see from the above table there is a huge amount of variation for, with three different splasher layouts, four different lettering styles on the tender, three styles of numbering and two different chimneys! Deciding which one to proceed with is a bit of a minefield.

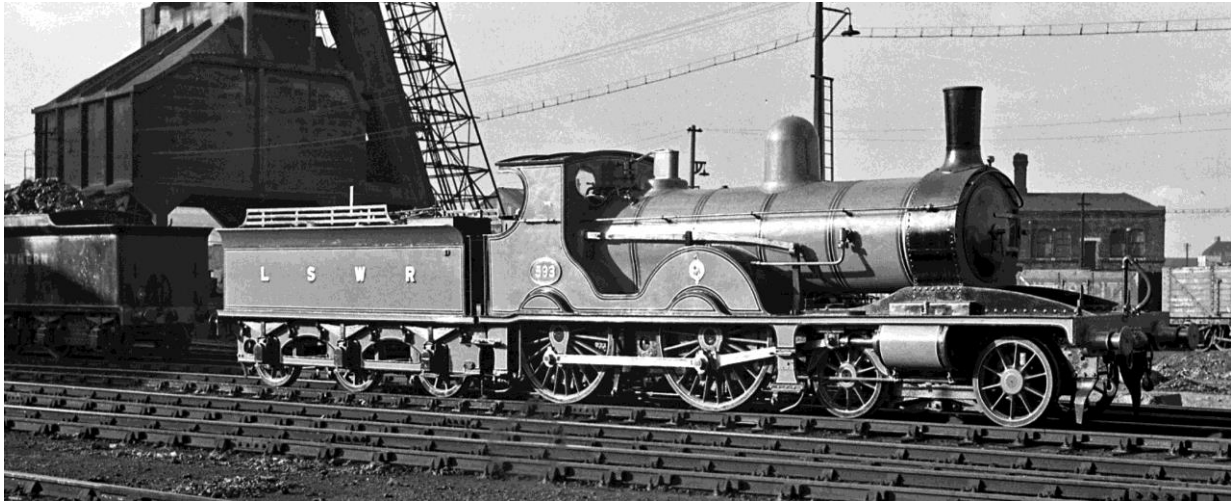
For the Waterloo centenary 563 was restored to condition 3 based on a photograph of No 561. In the 1960 restoration, Eastleigh works refitted the brass beading for the splashers. These are really striking and it seemed a shame not to refit this (Editor: I'm also not sure where we'd store it if we didn't, but that's a secondary consideration!). The closest variations of this are 1 and 2, with the only variation being the lack of crest on the splasher (As shown on No 562 below). It looks a bit unfinished without the crest on the splasher and so we have decided to settle with 'option 1', as worn by Adams X2 No 589, the larger wheeled sisters of T3s, as shown below.



Option 1: Livery as to be applied to 563, copyright: National Railway Museum



Option 2: Drummond Passenger green without crest on T3 No 562, copyright: National Railway Museum



Liveries can often be a hot topic of conversation, but I hope readers find the above of interest and that you agree with the rationale outlined above. A quick look at the chart above does show some possibilities for subtitle variations on livery throughout her time in Drummond Passenger Green. In a future issue of the T3 Times I'll look at other possible liveries worn by 563 and other Adams 4-4-0s.

Although our focus is currently on restoring 563 to steam, the T3 could potentially be considered for other liveries in her first 10-year ticket. What livery would you like to see 563 next? Please do send us your thoughts.

Eastleigh Records – Part I

We were delighted to learn recently that LSWR and SR locomotive stock records and subsequent overhauls carried out at Eastleigh had been saved from a skip when the works was closed by BR in 1995. A Swanage Railway member was approached by a member of staff he knew saying that the records were heading for the skip and did he want them? Fortunately he said he would be pleased to look after them, with a view passing them on to the Trust when a suitable facility for such unique material was available at Swanage.



The records, in a number of beautifully handwritten ledgers, record the entry and exit of locomotives into traffic and their overhaul after the main works moved from Nine Elms to Eastleigh. They offer a fascinating insight into how Eastleigh works functioned and how quickly engines were turned around. Unlike today's shops, Eastleigh would have had almost everything required for a repair or overhaul 'in stock' and an almost unlimited amount of specialist labour available for every conceivable task. Thus the records show overhauls completed in weeks, let alone months or even years as we see today. Of course, much time was saved by exchanging components, a practice that continues today with the Southern Locomotive's Bulleid fleet and the Swanage Railway's moguls.

Sadly the overhaul records are not complete and nor do they give any detail of what was carried out, but what we do have is 563's recorded entry into traffic in 1893 and her withdrawal in 1945. In between, we can see exactly when she went to the works from the 1930's onwards.

In this first part, we see 563's arrival into service with tender 563 - from Nine Elms - in March 1893 alongside 562. At that time, the LSWR fleet comprised 622 locomotives and 419 tenders. 562 and 563 did not actually add to the total as their arrival coincided with withdrawal of numbers 368 (a W.G. Beattie 302 class 0-6-0, built 1878) and 9 (a J.Beattie design from 1870 – likely a 2-4-0?). An increase in total fleet is recorded as 'Cap' as for accounting purposes there has been an increase in the capital stock whereas a replacement is recorded as 'Rev', short for 'revenue' which notes just an adjustment to composition (and presumably, somewhere, to the book value) of the fleet. Interestingly, the tender is categorised as a 'V3'.

In the next edition of the 'T3 Times' we will cover the recorded overhauls and in part three we will look at the record of her withdrawal in 1945.

Volunteers required!

Following the lifting of COVID restrictions we are looking to increase our presence at various Swanage Railway events over the course of the coming year. To do this we're looking for volunteers wishing to help run a 563LG stall, highlighting the good work we're doing to return 563 to steam, and answering any questions visitors may have.

Now that the Tender has made its way to Herston Works, we are in need of volunteers to assist with the stripping down and re-assembly of the tender, including but not limited to needle gunning, sanding and painting.

If you'd like to help out with either of the above, please email us at:

563locomotivegroup@swanagerailway.co.uk or call Steve Doughty on 07864647513

Sponsor a Stay or a Tube



We would welcome sponsors for Stays and Tubes for 563's boiler. The T3's firebox has 830 stays and manufacturing them out of copper bar is no small task, with the cost of the copper to make just one stay is £35. The order for the boiler tubes, of which there are over 200 of them in the T3's boiler is also to be placed shortly with each tube costing £50.

A limited number of original life-expired copper boiler stays from the T3 – which can't be used in the locomotive's restoration – are available to anyone who donates at least £1,200 to the T3 restoration project; a rare chance to own a piece of special Victorian railway history.

Corrections: Guildford 1958

In the previous issue of the T3 Times, the account of Guildford in 1958 had a couple of inaccuracies. The person who provided the information to us was Geoff Burch, not George, and the words and experiences were provided by Geoff's colleague at Guildford shed, Pat Kinsella. Geoff didn't start work at 70C until 1961. Apologies to all concerned and for any confusion caused.