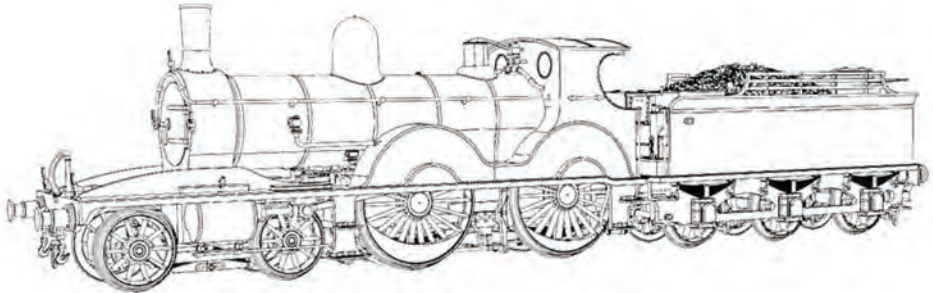


#### Great British Model Railways

#### Welcome

Thank you for purchasing this EFE Rail LSWR/SR Adams T3 4-4-0 Steam Locomotive. A lot of care was taken producing your model and we hope you enjoy it for many years to come.



#### History

Introduced by the London & South Western Railway (LSWR), between 1892 and 1893, the Adams T3 Class were part of a family of four 4-4-0 engine types with varying dimensions. The twenty strong T3 Class were a development of the Adams X2 Class, but with longer fireboxes and smaller 6ft 7in driving wheels intended for use on the undulating lines west of Salisbury. However, they worked from depots on the Bournemouth line, as well as the West of England line.

Originally fitted with equalizing beam suspension, this was replaced with more traditional springs in the early 1900s. Drummond gradually replaced the elegant stovepipe chimneys with one of his own design, but as these and other minor modifications that took place under Drummond's care, the T3s were being displaced by more modern designs such as his T9 Class. A few T3s were sent west of Exeter where they were particularly successful. During the First World War, these T3s, like all of Adams locomotives, were in high demand and all survived to be taken into Southern Railway (SR) stock in 1923.

With the spread of electrification in the 1920s and 1930s, a surplus of light passenger locomotives on the LSWR and SR was building up and withdrawals of the T3s commenced, with all but three being withdrawn by the end of 1933. Number 557 was withdrawn in 1936, but numbers 563 and 571 saw the start of World War II. However, No. 571 was withdrawn in 1943 and No. 563 continued in service only to be laid aside in August 1945.

No. 563 was chosen to represent the old London & South Western Railway at the 1948 centenary of Waterloo Station exhibition. It was partially restored and painted in the early Drummond livery of the LSWR. On the closing of the Waterloo exhibition No. 563, together with other exhibits, was stored at the back of Farnham electric carriage shed, although it could often be seen at depot open days during the 1950s and also spent time stored in the, by then, out of use ex GWR loco shed at Salisbury. In 1958 it was transferred to Tweedmouth for storage, before being once again cosmetically restored and painted into Adams pea green livery, in 1959, at Eastleigh. This was in readiness for display in the Museum of British Transport, at Clapham, that was opened in 1961. This was closed in 1973 and No. 563 was then sent to the new National Railway Museum at York that opened in 1975. During the early 2000s she was on display at Locomotion at Shildon.

In March 2017, following use as part of Railway Children theatre productions at London Waterloo and Toronto, Canada, ownership was formally transferred from the National Railway Museum to Swanage Railway Trust 563 Locomotive Group. Arriving on the Swanage Railway on 12 April 2017, No. 563 was initially placed on display at Corfe Castle, before being moved to the Flour Mill workshops in the Forest of Dean for restoration to commence, including a brand new copper firebox, and it was successfully returned to steam in October 2023 resplendent in Drummond double lined livery.

## Model Specification

**Motor:** Five Pole Motor with Flywheel

**Decoder:** Next 18

## Accessories

Although our models are highly detailed and ready to run straight from the box, we also supply optional accessories to be fitted by the owner, if they wish. This model includes LSWR/SR style screw couplings, either etched LSWR engine head signal discs and diamonds\* or SR style engine head signal discs\*, full cylinder front covers, cylinder front covers with piston tail rods\*, front guard irons, buffer beam side chains\*, rear and/or front bogie wheel splashers\*\*, front bogie tension lock coupling pocket and coupling, etched number plates\* and a traction tyred fitted spare wheelset.

\*Depending on livery version.

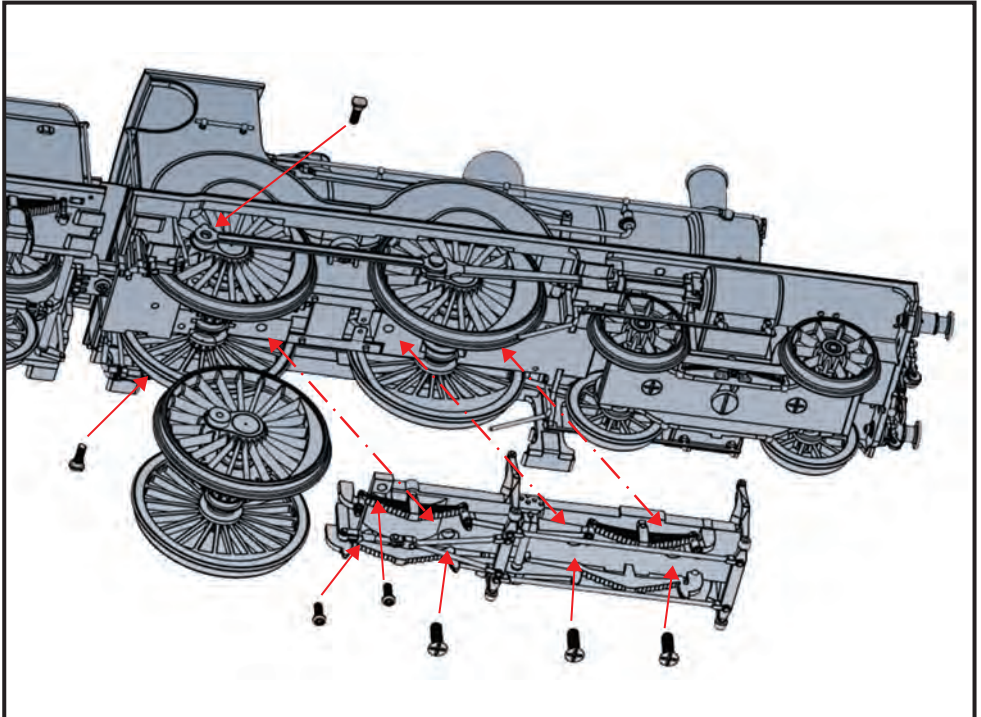
\*\*Fitting for display purposed only.

Note: some of these details may interfere with the front coupling, if fitted.

### Traction Tyred Driving Wheelset

The model is ready to run straight out of the box and will haul a realistic train of wagons or coaches. Should you require a larger haulage capability and/or have gradients on your layout, a spare rear driving wheelset is provided fitted with traction tyres. If required, the wheelset is fitted as follows (note the body does not need to be removed).

Remove the crank pin screw on each of the rear driving wheels using a 2.5mm AF spanner, we recommend the use of the Modelmaker by Bachmann crankpin box spanner part number MM026. Undo the five keeper plate screws, including the two smaller screws located under the rear of the springs by flexing the spring ends inwards slightly (the screws do not need to be removed from the keeper plate) and remove the keeper plate (the brake gear and rodding do not need to be separately removed). The rear driving wheelset can be replaced with the traction tyre fitted wheelset and the keeper plate refitted.

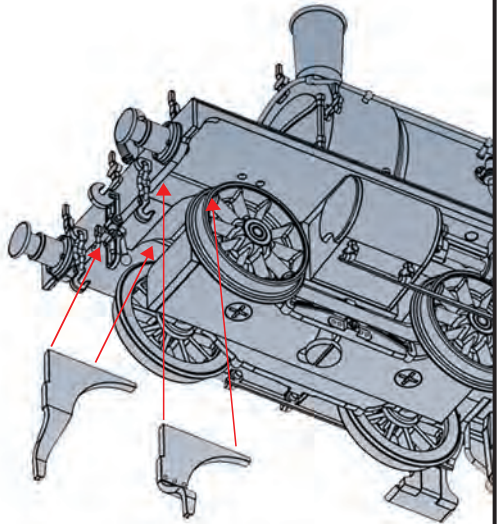


## Cylinder Front Covers

In addition to the cylinder front covers supplied on the model with a slight cut out for clearance for R2 curves, full cylinder front covers and/or cylinder front covers with piston tail rods (depending on livery version) are supplied if a user's curves allow. To fit, gently prise off the fitted cylinder front cover and push fit the the alternative cylinder front covers in place.

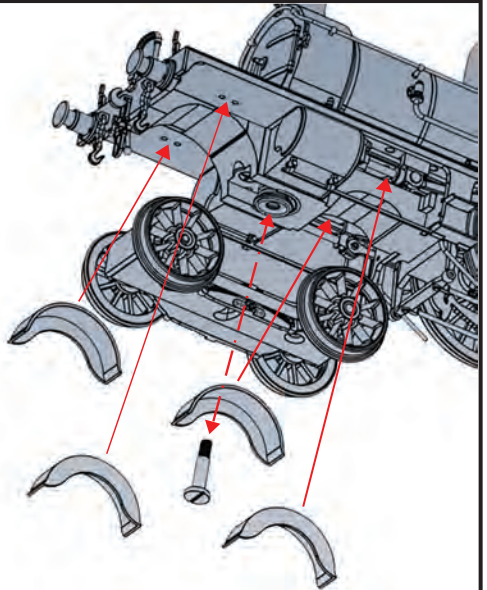
### Fitting Front Guard Irons

Front guard irons are supplied for fitting if a user's curves allow. The front guard irons are push fitted and should be lightly glued, if required, into the locating slots on the underside of the running plate immediately behind the buffer beam.



### Fitting Bogie Wheel Splashers

The rear and/or front (depending on livery version) bogie wheel splashers can be fitted for display purposes. To fit, undo the screw holding the front bogie in place, being careful not to lose the spring. The splashers can be push fitted and lightly glued (if required) into the locating holes on the underside of the running plate, and the bogie refitted.

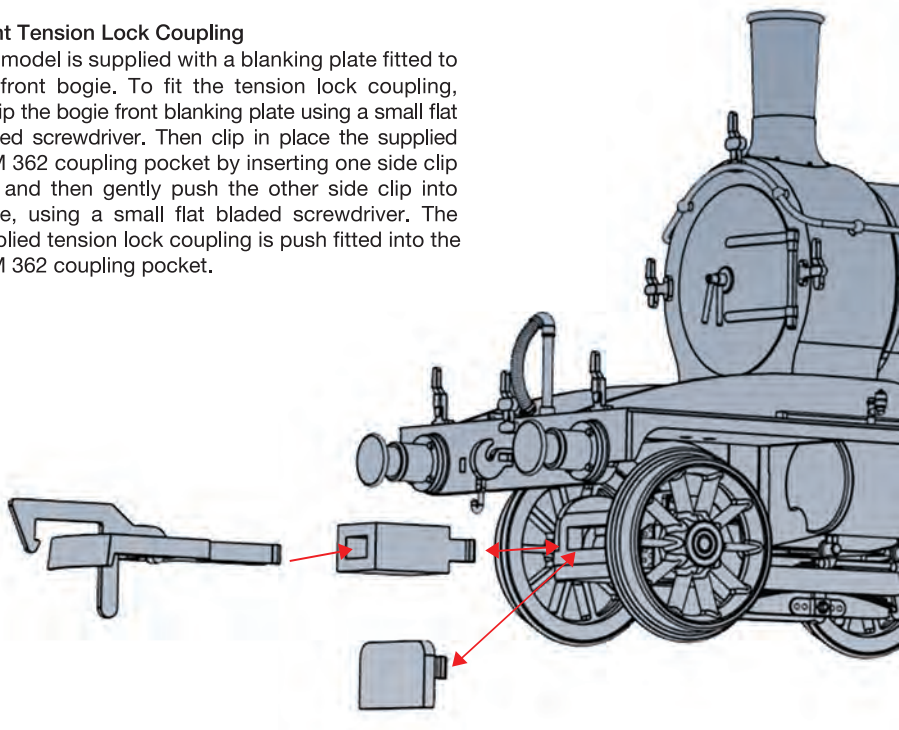


## Engine Head Signals

Etched LSWR engine head signal discs and diamonds or SR style engine head signal discs (depending on livery version). These can be either, lightly glued or temporarily fixed using 'tacky wax' or similar to the lamp irons allowing any combination of route code to be displayed. For reference we recommend <https://sremg.org.uk/headcodes/sheadcodes.html>.

### Front Tension Lock Coupling

The model is supplied with a blanking plate fitted to the front bogie. To fit the tension lock coupling, unclip the bogie front blanking plate using a small flat bladed screwdriver. Then clip in place the supplied NEM 362 coupling pocket by inserting one side clip first and then gently push the other side clip into place, using a small flat bladed screwdriver. The supplied tension lock coupling is push fitted into the NEM 362 coupling pocket.



### Running In

It is necessary that this LSWR/SR Adams T3 4-4-0 Steam Locomotive is 'run-in' to allow the mechanism and gears to settle. This requires the model to be run without a load (wagons or coaches, etc.) for 30 minutes in each direction at half speed.

As this locomotive uses the latest style of motor and electronics, it is best practice to use a controller that has been manufactured in the last 10-15 years. Half wave/Resistance features are not recommended.

### Cleaning and Maintenance

Please take care when removing your model from its packaging, as **EFE Rail** models incorporate many small parts. Run your model on track laid on a firm surface, not on carpet, to avoid dust and fibres entering the working parts of your model.

Care must be taken to clean and maintain your model for optimum performance. When required, wipe the rails and exposed portions of your locomotive's wheels with a soft, lint-free cloth or cotton swab to ensure good electrical contact. Do not use steel wool or other abrasive to clean your track. Take care to avoid scenic material from the layout entering the mechanism.

### Lubrication

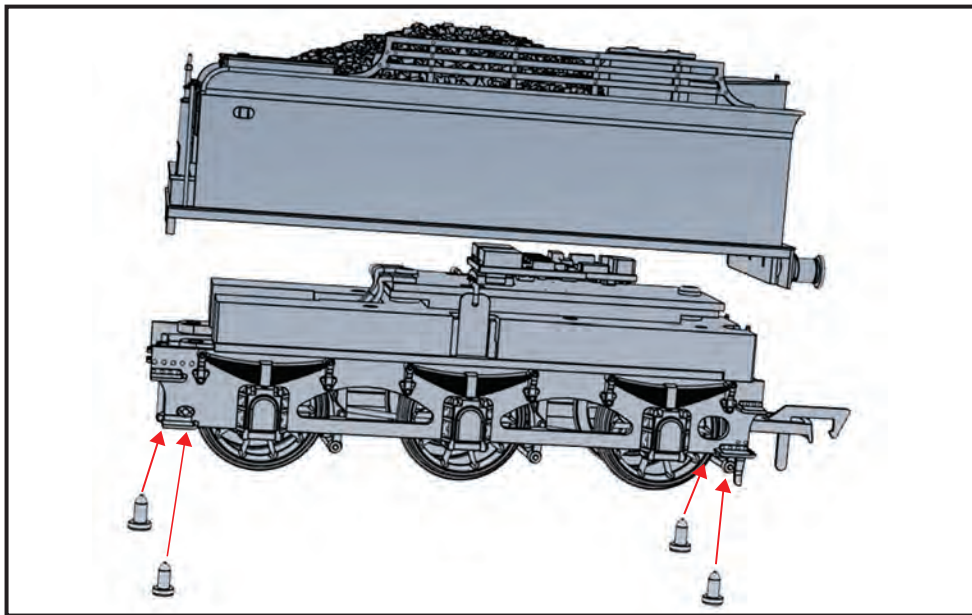
All **EFE Rail** models are supplied ready lubricated and can be used straight from the box. Over time your LSWR/SR Adams T3 4-4-0 Steam Locomotive will require some additional lubrication, which will depend on the frequency of use and storage, so please inspect your model on a regular basis. Use a plastic compatible lubricant suitable for models carefully applied to the wheel axle bearings and coupling rods and gears.

### Storage

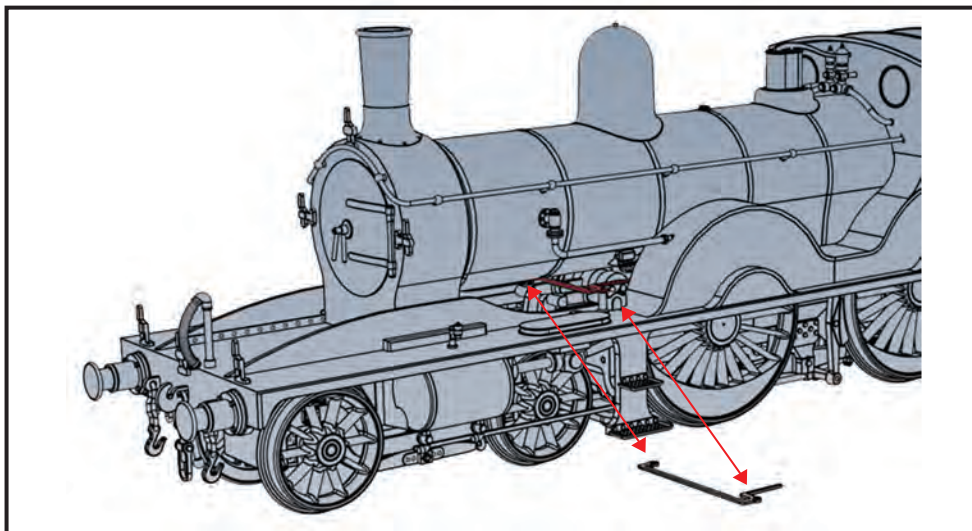
It is important to retain your packaging and associated information for future reference and storage.

## Body Removal (to access DCC Decoder Socket)

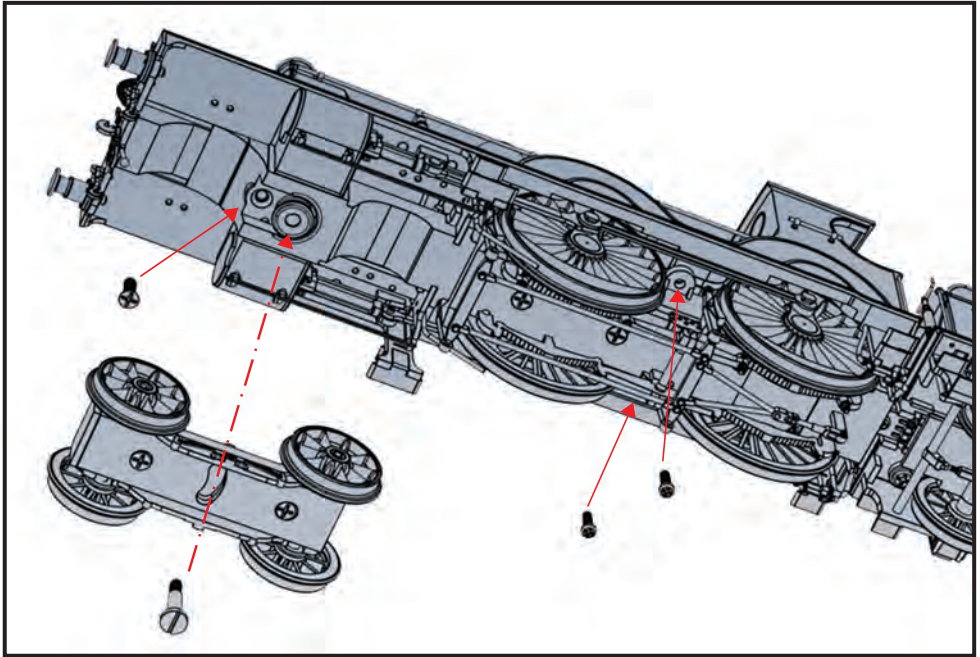
The tender body is held on with four screws located on the underside at the outer corners as shown in the diagram below. Once removed the body lifts upwards off the chassis.



Loco body removal should not usually be required, however it can, if required, be removed as follows. Firstly, remove the cylinder drank cock operating arm located underneath the boiler.



The body is held to the chassis with three screws. Remove the front bogie, undo the screw holding the front bogie in place being careful not to lose the spring. Remove the screw at the front of the chassis, followed by the two screws located either side of the chassis between the driving wheels, as per the diagram below. Once removed, the body lifts upwards off the chassis.



To access the gears when required for lubrication, remove the chassis base keeper plate as per the instructions for changing the rear driving wheelset above. The body does not need to be removed.

### DCC Decoder and Sound Decoder Fitting

Digital Command Control (DCC) allows for greater functionality and control over the models on your layout such as the simultaneous control of speed & direction of multiple locomotives, and enables the use of DCC controlled track, points and other DCC Decoder controlled accessories. DCC also allows for the addition of DCC Sound which brings a whole new level of realism to your model railway.

The model is DCC Ready. It is fitted with a Next 18 decoder socket and blanking plug for standard analogue operation. You will need to remove the tender body and blanking plug to fit the decoder. Body removal instructions are given above.

Twin speakers are supplied factory fitted within the tender. All that is required to bring sound to your model is a Next 18 DCC Sound Decoder pre-programmed with the sound file of your choice.

### DCC Operation

When a Next 18 decoder is fitted, the firebox flicker is switched 'ON' and 'OFF' via AUX1 (F1).

### Acknowledgements

The EFE Rail model has been developed with the help of the South Eastern Circle, the historical society for the London & South Western Railway (<https://lswr.org>), who have provided archive drawings and photographs. Also with the help of Swanage Railway Trust 563 Locomotive Group who have provided access to the preserved locomotive throughout its restoration. (<https://563locomotivegroup.co.uk>) Bachmann wishes to record its thanks to both parties.

### Spare Parts

Selected spare parts are available from the Bachmann Europe Service Department. For further information & enquiries, please contact the Service Department directly by email [service@bachmann-europe.co.uk](mailto:service@bachmann-europe.co.uk) or by phone 01455 245575.

## Warranty

This product has a Warranty for 12 months from the date of purchase against faulty materials or workmanship subject to the following conditions. During this period such defects that occur will be repaired or defective parts replaced free of charge.

**1.** This Warranty applies only if the item was purchased from an authorised retailer of Bachmann Europe plc ('Bachmann') within the United Kingdom, European Union & European Economic Area. This Warranty does not confer any rights other than those expressly set out above and does not cover any claims for consequential loss or damage. The Warranty is offered as an additional benefit and does not affect your statutory rights as a consumer.

**2.** For claims under this Warranty, in the first instance the product must be returned to the retailer with evidence of the purchase date in the form of retailer receipt/invoice accompanied by a letter setting out the date and place of purchase, giving a brief explanation of the problem that has led to the claim. It is essential that the claim reach the retailer on or before the last day of this Warranty period. Late claims will not be considered.

**3.** This Warranty is only available to the original retail purchaser of this product and is non-transferable.

**4.** The Warranty does not extend to cover damage resulting from misuse or careless handling, accidental damage, wear and tear, or use on a voltage supply other than that stamped on the product.

**5.** The Warranty may be considered void if repairs have been attempted other than by Bachmann staff.

**6.** The Warranty is on the original product in its entirety and does not extend to individual components removed from the product. In respect of train sets the warranty applies to motorised units and controllers only.

**7.** If Bachmann chooses to replace a product it will be with the nearest appropriate model of its choice.

**8.** Bachmann reserves the right to decline service to any model that has been fitted with a decoder after manufacture.

**9.** Bachmann will not be held responsible for damage to or loss of an after market decoder fitted to a model submitted for service under the Warranty.

**10.** The fitting of a Bachmann decoder with a current Warranty shall not be deemed to change the position regarding a product that is otherwise outside its own Warranty. It may be necessary to change decoder settings during service.

**11.** Bachmann's liability under this Warranty will in no case exceed the price paid for the product as originally manufactured.

