



British Railways Ex-GWR 0-6-2 Tank 6695

6695 was the 99th locomotive to leave Barry scrapyards where many of locomotives were stored after withdrawal from service and moved to the embryonic Swanage Railway, in May 1979. The 6695 Locomotive Group was formed during 1995, to formalise No 6695 and its affairs.

Work to restore the locomotive then began at the new Swanage Railway facility at Herston, in Swanage, during 1996. The majority of the work has been carried out by group members, except in the

more specialist engineering areas, where subcontracting has been undertaken, to ensure quality repairs to meet modern day standards.

The Group today comprises over 100 part owners, providing funding and support to enable No 6695 to work again, hauling trains on the Swanage Railway in the beautiful Isle of Purbeck.



Locomotive Details:

Class: 56XX 0-6-2T Mixed Traffic Tank Engine

Purpose: Passenger and Goods Locomotive for Heavily Graded Routes

BR Power Classification: 5MT

GWR Power Classification: D, Red

Technical Details:

- Two inside cylinders 18" diameter x 26" stroke
- Valve gear Stephenson's. Coupled wheel diameter 4'7"
- Boiler pressure 200 lbs per square inch
- Weight in full working order 68tons
- Tractive effort (at 85%) 25,800 lbs
- Coal Capacity 3.75 tons, water 1900 gallons

Class History:

The 0-6-2 wheel arrangement was common on South Wales railways absorbed by the GWR in 1923. The 56XX Class was urgently introduced in 1924 as a standard replacement for many of the absorbed engines, which had become very run down. Their work in the Welsh Valleys needed locomotives with high adhesion (track grip) rather than speed, so weight was not wasted being spread over non-driven leading wheels. Numbers 5600



to 6649 were built at Swindon between 1924 and 1928. Numbers 6650 to 6699, including 6695, were built by Armstrong Whitworth at Scotswood-on-Tyne. The 56XX CLASS used a Number 2 Boiler with as many standardised parts as possible.

6695 History:

- 6695 was completed at Armstrong Whitworth's Newcastle works in October 1928 and was given works number 983. 6695 was originally deployed to Tyseley and then in April 1929 to Leamington hauling outer suburban passenger services from Birmingham's Snow Hill station to Stratford-upon-Avon and Leamington.
- 56XX Class locomotives found themselves working down into Dorset and the seaside resort of Weymouth via Westbury and Yeovil line.
- In September 1934, 6695 was transferred to freight work at Oxley near Wolverhampton and then to Wolverhampton Stafford Road in February 1938 but returned to Oxley in January 1939.
- At the outbreak of war in 1939, 6695 was transferred to Swansea East Docks and spent an uneventful war until June 1947.
- In June 1947, 6695 was again moved - this time to Swansea Landore and employed on local passenger and freight work during the late 1940s and through the 1950s.
- During week ending 10th June 1961 was moved to Neath.
- On 2nd November 1961, 6695 hauled the last scheduled through passenger train from Neath General to Treherbert.
- 6695's next move was to Radyr during week ending 2nd November 1963.
- 6695 was withdrawn from service during week ending 4th July 1964, and was sold on 24th August 1964.
- 6695 was then despatched to Woodham's Scrapyard at Barry Island in South Wales. But 6695 was one of the lucky ones....

Group Work Programme

Main frame rebuilding - 1996-1997

Locomotive re-wheeled - 1998

Cylinder Liner replacement - 1998

Side tank renewal - 1999-2000

Motion overhaul, replacement - 2000-2003

Reinstatement of front end - 2001

Boiler overhaul commenced - 2002

Final fitting of boiler to frames - 2003

Entry into traffic achieved - 1st passenger train on 11th February 2006.

Last update: 28 October 2011

All photographs courtesy Andrew PM Wright