Snow transforms the Railway in March

Ivatt 2MT 41313 enters revenue earning service on 4 April

W24 Calbourne back on the tracks following her overhaul

Telegraph poles project helped by making use of cherry picker

From the Archives highlights Horringford station
An interesting start to 2018 for the Railway

AN UNUSUAL EVENT took place on the Isle of Wight in March, we had a considerable fall of snow completely transforming the landscape. This phenomenon doesn’t happen that often here on the Island, especially on the days when we are operating trains. So we offer no excuse in featuring many snowy scenes throughout this magazine.

One old favourite and one newbie can now be seen hauling trains now that Calbourne is back in action and Ivatt 41313 has entered revenue earning service. More photographs of Calbourne will be featured in future IRNs once she gets back in her stride.

As an add-on to the article reporting on some remedial work at Ashey station, we show two on-location photographs taken at Ashey during the filming of a children’s television programme back in 1992. A link is provided to Youtube to be able to watch the programme.

Iain Whittam’s liveries update on page 19 gives us something to look forward to as he tells us of colour changes to some of our favourite locomotives. This can be quite a tricky subject as people have their own personal preferences as far as liveries are concerned.

Iain Pratt’s article on page 27 tells us what can be seen by the track as we journey along the line in springtime. This will hopefully be a series of seasonal offerings adding a new dimension to travelling on our trains.

This issue highlights Horringford station in our ‘From the Archives’ spot. We are lucky to have such a wealth of material by which to remember these stations which are no longer there.

Children’s television programme back in 1992. A link is provided to Youtube to be able to watch the programme.

More photographs of Calbourne will be featured in future issues. Now that the snow is a faded memory we can look forward to the warm, sunny days that are so much more a feature of the Isle of Wight.

An interesting start to 2018 for the Railway
The good reputation of our Railway continues to grow... reports General Manager, Peter Vail

FOLLOWING weeks of careful planning, by Sunday 18 March our site was prepared and our team ready to receive our first visitors of the 2018 season. Unfortunately, we awoke to a fair covering of fresh snow and some very difficult road conditions. Despite this a sufficient number of volunteers and staff arrived at Havenstreet to get our service up and running, albeit with some delays and cancellations as detailed in Clive Miller’s operating report on page 12. A great team effort ensured that those visitors who braved the elements to reach Havenstreet were not disappointed.

After this initial hiccup at the start of the season we should have had the Ashley Scurry to look forward to a week later on Sunday 25 March. On a sunny spring day this can turn Ashley station into an interesting and busy countryside halt. Unfortunately, ten days before the event we received the news that owing to excessive rain the decision had been taken to not risk the horses and riders, meaning that the 2018 event was cancelled.

With this somewhat stultifying start to our season we could have become somewhat disillusioned, but none of that was necessary! The good reputation of our Railway continues to grow and we now know that throughout the season the occasional setback will be overcome with many successes. Of course, we never quite know what the forthcoming season will bring but through regular contact with Visit Isle of Wight, the cross-Solent operators and Island accommodation providers, we are able to get an early feel for what to expect. The message I am picking up this year is that the early-off peak months are looking promising, whereas advance bookings for the peak summer period are a little weaker. Actually, this is becoming a trend with holidaymakers to the Island booking late, often for short breaks. We now unfortunately must accept few families take a summer two-week break in the UK.

Another early-season opportunity to meet with others and compare notes is the March Heritage Railway Association (HRA) two-day conference, usually held in the West Midlands. The HRA is our umbrella trade organisation and can be a vital source of information relevant to the preserved railway movement. Last year it was indicated that to increase the value of the HRA it would, for the first time, seek to employ a key person to manage the association as Chief Executive Officer. I certainly supported this move as a way to add further professionalism to our industry.

What I did not know until a few days before the conference was that our own Chairman, Steve Oates, had not only applied for the role but was successful in being awarded the position. The opportunity to compare notes with the general managers and senior representatives of other preserved and heritage railways will remain as a Director serving our board. At the conference in Birmingham I received from a number of HRA directors their apologies for taking our Chairman; I responded by congratulating them on making a good choice. Of course, this will bring about a major change to our board and, at the time of preparing this report, I do not know what will succeed Steve as Chairman. What I do know is that person will be a good supportive team.

Actually, the HRA conference was again extremely valuable in terms of both the seminars and the networking, offering the opportunity to compare notes with the general managers and senior representatives of other preserved and heritage railways. These networking sessions will involve intense conversations that often go on into the early hours of the next morning.

In my previous IRN report I referred to a project largely completed in 2017 and which we were hoping to reveal with the publication of an IRN Special to be dispatched in mid-March. I also referred to a confidentiality issue and, regrettably, this remains in force and our hands are still tied. However, our Railway’s 2017 Annual Report stated recently to our members does make a few brief references to the project, the restoration of an Oldbury carriage carriage built new for the Isle of Wight Railway Company in 1864 – IRN Composite 10. The restoration was undertaken as a part of a television series produced for Channel 4. The IRN Special will detail this exciting project from start to finish, but we cannot release this level of detail or photographs until the final programme in the series of five has been transmitted. At the time of preparing this report we understand that the first programme will air on Channel 4 in late-May, do not miss it, we will make for good viewing!

I end this report by welcoming to our Railway Kenny Lord as our new Engineering Manager. Kenny’s appointment is formally announced in this edition of IRN. Having advertised the vacancy we were delighted to receive many very strong applications and we followed a robust selection and interview procedure. I have every confidence that Kenny’s vast railway knowledge and experience will be invaluable to us.

Having reduced his hours of work Bob Hushtable will work alongside Kenny as Deputy Engineering Manager.

IWSR Chairman appointed to HRA role

ISLE OF WIGHT Steam Railway Chairman Steve Oates has been appointed CEO of the Heritage Railway Association (HRA).

This is a new role and is the HRA’s first full-time paid executive position. Until now, the HRA has been entirely volunteer-run but, as the heritage railway industry’s national trade and membership organisation, its membership and board felt that the time was right to establish a full-time post to head-up and lead the organisation. Virtually all UK railways and steam centres are members of the Association, including the IWRS. The heritage railway movement employs nearly 4,000 full-time personnel, engages some 18,500 volunteers and is estimated to be worth over £250 million in economic impact.

Steve is our Railway’s longest-serving director, having given 33 years’ unbroken service since first being elected to the board in 1985. During his early years as a director Steve was able to put his professional skills as a chartered surveyor to good use for the Railway. He became the Company’s Chairman in January 2008, taking over from John Suggett, who remains an active director and still holds the record for our longest-serving Chairman at 17 years.

To avoid any actual or perceived conflicts of interest, Steve has stepped down as the Railway’s Chairman after the AGM in mid-May. As determined by the Articles of Association his successor will be appointed by the board, probably at its first board meeting after AGM. Steve will remain on the board as a director and trustee.

Born and educated in Ryde, Steve joined the Isle of Wight Steam Railway in 1975 as a 13-year-old. Having quickly progressed as a locomotive cleaner, he was soon appointed as our railway’s signaller and moved on into the early hours of the morning quite regularly in the early years. Steve has provided the commentary to various arena activities. Steve has also recently returned to footplate duties and hopes to have two more runs to his name this season.

Our Grateful Thanks

WOO TTON APPEA L

The winter quarter is always the quietest for fund-raising. Nonetheless, as at the end of March the total raised stood at £25,000. Although there is not much of substance to report yet, the Wootton team is working hard on the preliminaries such as surveys and estimates. Please keep the contributions coming. If you wish to donate online you can do so through the Railway’s website at http://www.iwsteamrailway.co.uk/make-a-donation.aspx Thank you for your support so far!

SECR CARRIAGES APPEAL

We are delighted to report that the total raised has now passed the £100,000 milestone. Great progress is being made with the restoration of SECR Brake Third 4/4V, and this will be followed by Composite 6375. Donations towards this appeal are still very welcome as we will need at least £200,000. If you wish to contribute, the web address is http://www.iwsteamrailway.co.uk/make-a-donation.aspx

200 CLUB DRAW

The winners of the March 2018 draw were as follows:

1st Prize £250: Martin Edwards, Nottingham (No 104)
2nd Prize £150: Roy Johnstone, Wootton, Isle of Wight (No 142)
3rd Prize £75: Michael Parker, London (No 137)

Congratulations to all the winners and thanks are offered to all 200 Club members for your ongoing support.

Our Greatful Thanks

W E WOULD LIKE TO thank the following members who have made donations in the past few months: Mr G Bailey, Mr B Brooker, Mr P Brooks, Mr S Castle, Mr A Clyde, Mr A & Mrs C Fox, Mr A & Mrs D Howard, Mr L. Lei, Mr B & Margaret Clay, Mr J W Phippard, Mr C Purs, S & D P. Reed and Mr J. M Thornton.

Donations have been received from the Bluebell Railway, the Colonel Stephens Society, our World Ship Society and the Isle of Wight Museums Management Club.

Finally we would like to thank all our members who have made a donation when receiving their subscription.

Linda Walker Finance Manager
Special Events report

By Events Officer Liz Tagart

WE HAVE JUST come out of the period in the year when some people think that nothing much happens at the Railway, especially in the Events Department. The truth, however, is very different. For us, the year starts with the taking down and careful storage of our Christmas decorations and lights. Although a quicker process than putting it up in the autumn, it still takes a fair amount of time and there are the unusual jobs, such as ensuring that Santa’s suit is taken to the dry cleaners and doing so without bumping into any children on the way! While still on the subject, Christmas presents have already been purchased for the 2018 Santa Specials and colleagues are already taking delight in reminding me how many weeks it is until it’s time to get the decorations out again.

During what everyone thinks of as the quiet time of the year, I can assure you that the Events team has already made plenty of preparations for 2018. Exhibitor paperwork has been sent out and much of it has now been returned. Our 1940s Experience committee has had several meetings and we have a new entertainment line-up for 2018. Our set builders will be uncovering their new addition to the 1940s street scene and this will be something not to be missed. The Island Steam Show committee has also met on several occasions. All entertainment has been booked with our arena events this year consisting of two of our favourite acts from previous years, The Sheep Show and Joseph Peace Fire Stunt Spectacular. Of course, there’ll be other entertainment too, but if I reveal everything now there won’t be anything to look forward to.

Our 2018 events season has started but unfortunately not in a good way. The Ashey Scurry was cancelled owing to poor ground conditions. With Easter Fun being our next event we had hoped for a good start on Good Friday, but the day was largely a wash-out, with torrential rain throughout the day deterring many visitors. However, I am glad to report that things improved on the Saturday, Sunday and Monday. Entertainment was provided by Greg Chapman and Haven Falconry and we also held our regular Easter bonnet competition, with judging taking place each day at 13.15. It’s an old-fashioned idea but the children do put in a lot of effort although, unfortunately, one entrant on the Sunday was disqualified. It wasn’t acceptable for the train guard to think that he could enter the competition by simply placing a pot of daffodils onto his guard’s hat!

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The waiting shelter at Ashey, before and after the fascia boards were replaced on Sunday 18 February 2018. Stuart Duddy

Ashey station receives a fascia lift

Stuart Duddy sets the scene

BEING OUR SLEEPY wayside station, Ashey doesn’t often make the news pages of IRN, although the installation two years ago of a replica, SR-style concrete name board, skilfully fabricated by long-standing member Chris Whiting, certainly warranted a mention (IRN 70, Spring 2016, p6). Even then, the fascia boards around the simple waiting shelter were starting to look shabby and in need of attention. Two years later, and with no sign of any action, a small group decided to take the initiative.

The shelter was built when British Railways re-aligned the single line through Ashey away from the original Up Loop and across to the bed of the former Down Loop, constructing a new, three-carriage-length platform on the site of its predecessor. This had become necessary when the notorious clay subsoli started causing movement of the former Up platform. Seeing very little patronage, only basic passenger facilities were required at the station. The new 180ft platform and shelter served their purpose from the official opening date of 18 June 1961 until the final Ryde – Cowes services were operated less than five years later, on 20 February 1966.

Ashey station re-opened as a request stop on 2 May 1993, almost two years after the Havenstreet – Smallbrook extension had been opened. However, the station was witness to plenty of activity in October 1992 during the filming of children’s drama The Return of the Psammeead, utilising the services of Stroudley ‘Terrier’ W11. The little shelter was transformed beyond all recognition by the television production company. The photographs below left and right, which show the filming, were taken by the late Brian Deegan. Footage, including some taken on the train and at Ashey, can be seen in the opening minutes of the first episode, available online at https://www.youtube.com/watch?v=tyPhI_4jwZg. It is not known when the shelter fascia boards were last renewed but, being softwood, their replacement was heading up the priority list on health and safety grounds.

The project was led by steam fireman and diesel driver Chris Parish. In his day job Chris is a woodworking craftsman employed at Clare Lallow Boatyard in Cowes. His first task was to take the dimensions of the existing boards before acquiring and preparing the timber for their replacement. He chose mahogany for its longevity. The timber was painted prior to being taken to site on Sunday 18 February, together with a generator, the necessary tools and some paint to touch-up the ends exposed after being sawn and for giving another coat overall.

The job, including the removal and re-attachment of the guttering on the rear fascia, took around three hours and in addition to Chris, thanks are due to Len Pullinger and Steve Smart for their assistance with the project.
News from the Boardroom
Compiled by Iain Whitlam, Company Secretary

DURING THE PERIOD under review, the board has devoted considerable time to safety matters. An Incident Review Committee has been reconvened to look at recent operating incidents and determine what learning points and remedial action might help minimise the likelihood of recurrence. Ahead of its findings, we have already smartened up ways for the Duty Manager – or the Person in Charge of Work on non-operating days – to log near misses. This was prompted by someone reporting an incident, albeit non-reportable, to the Office of Rail & Road and the Rail Accident Investigation Branch. You just don’t know who is watching you nowadays, not least with all the digital media around! To reinforce the need to up our game in various ways, a recent RAIB report on a scary close shave which occurred on another heritage railway – where a young child entered a carriage toilet from which the floor had been removed but luckily was caught by his mother before coming to grief – highlights a chain of procedural lapses. This reinforces the need to ensure rigorous checks on equipment being fit for use. We were at the receiving end of a different type of incident at the beginning of the year: on a light note (pun intended) a pickup truck pulled into Wootton station car park with a fire fault, which then gutted the vehicle. The vehicle was removed the following morning. Further details can be found in Clive Miller’s Operating Department report on page 12 of this IRN.

We have agreed a summary of the new Child and Vulnerable Persons Protection Policy. Copies of this will be made available to all staff and volunteers. With the General Data Protection Regulation superseding the Data Protection Act, we have been considering what changes are needed to how we store and use personal data. This includes conducting an audit of where we hold data. We have adopted a policy to hold stocks, shares, bonds and other securities, prompted by being offered some shares as part of a legacy. If anyone else wants to include us in their legacy in future, we can now cope with receiving securities too!

Peter Vail, Linda Walker and her finance team had their work cut out in January and February, preparing the annual accounts for audit. To their credit, despite all the various accounting practice updates to cope with, the auditors were able to issue an unqualified audit letter. Having created a rolling 5-year capital expenditure plan, we are seeking ways to use this to prompt the need for pre-planning working up projects to a ‘ready-to-go’ stage for ensuring annual capital budget submissions.

We congratulate our chairman, Steve Dates, who has taken a job as CEO of the Heritage Railway Association – its first employee. Steve has therefore indicated he will stand down as Chairman in the near future, although remaining a director.

Finally, we have completed the purchase of some additional land from our neighbour Mark Griffin. 2.4 acres beyond what we know as Griffin’s Field and almost one acre of woodland between Griffin’s Field and the overflow car park at Havenstreet. This purchase will allow scope to extend the Train Story shelving neck at a future date, offering greater opportunity to use land in Griffin’s Field for future sidings and facilities, whilst maintaining a buffer zone with our neighbours.

Museum Matters
An update from Steve Holden, Museum & Archives Manager

WHILE THE RAILWAY was closed during the winter the Museum Team continued cataloguing the collection and other work relating to our application to the Arts Council to become an Accredited Museum. This should be submitted by the time you read this report.

We have also been updating the Museum Gallery. For this summer we have small exhibitions about ferries, Island Line and William Stroudley who, at the Paris Exposition of 1878, won a gold medal for his ‘Terrier’ locomotive. Brighton, now 6891 (Newport) in the IWSR collection. We will also be producing a booklet (right) about William Stroudley which will be on sale in the Railway shop with the proceeds going to the museum funds for conservation.

On the acquisitions front we have obtained a number of archive documents; perhaps the most interesting are two ‘Notices to Treat’ issued by the Isle of Wight (Newport Junction) Railway to a landowner at Arreton in 1871. Apparently, these were the equivalent to compulsory purchase orders. The documents were kindly presented by the Historic Ryde Society, to which we offer our thanks.

Once again, the high auction sale prices commanded by Isle of Wight railway items has been illustrated. An Isle of Wight Railway watch made by W.J. Hoskin (the maker of Ventnor clock now in our museum collection) sold at a recent auction for £2,600 – a sum more than double what we were willing to offer. By comparison, other watches in the same auction sold for less than one third of that of the IWR watch.
**The Telegraph Pole Project**

**An update from Stuart Duddy**

WITH OUR COLLEAGUES in the Engineering Department having hired a cherry picker for a 16-day period in mid-January, to undertake various rail infrastructure and estates work, we were also able to seize upon the availability of the plant for a couple of days and further progress our overhead line project between Hasveden and Wootton. The main focus for the weekend of 20 and 21 January was the attachment of stays to those poles at the end of run.

We started with the poles either side of Guilford Farm crossing on the Saturday. Having attached the wire to the up side pole, just below the cross-arm, we endeavoured to secure the other end to the anchor which had been installed several weeks earlier. However, this particular anchor proved somewhat troublesome and try as we might, we were unable to tension the wire. Short of digging out the anchor by hand and replacing it – a thought which didn’t fill any of us with much enthusiasm, especially in view of the weather and the nature of the waterlogged clay subsoil – our attention turned to the pole on the Down side of the crossing. In comparison, this proved to be straightforward, it taking only around 20 minutes to attach the stay wire to the pole, secure it to the anchor and complete the tensioning process.

The engineer, train trunked on towards Bridge 12, stopping where necessary to reattach overhead wires to insulators where high winds had detached them. Steve Smart adopted a new binding method in an attempt to secure the wires more tightly to the insulators.

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At Woodhouse crossing, work to secure the stays at the two poles took little more than 30 minutes and we then continued to MP 6½. Here, the wire goes beneath the surface for approximately 120 yards because a pair of 33 kV lines pass overhead. Once again, the attachment and tensioning process went without a hitch (other than the author clouting his thumb with a hammer while attaching a length of capping to the pole).

At Wootton, we completed the preparatory work to connect the overhead wires between the final pole and the insulators now secured to the signal cabin, just below the gable end, returning to Hasveden as darkness fell.

Heavy rain was expected for Sunday 21 January and, regretfully, the forecasters weren’t wrong. Nevertheless, we continued our work, re-securing wires to insulators where necessary and then completing the final span to the insulators attached to the signal cabin at Wootton. We made good use of the little coal-fired stove in the ‘Shark’ brake van and a portable gas ring meant that warming hot drinks were available. In fact, it was quite tough to motivate ourselves to leave the comfort of the cosy van and return to work after each break.

During the following week Roger Fruen drilled a hole into the end wall of the signal cabin at Wootton through which the pair of wires was passed, representing an important milestone in the project. Three weeks later, on a bright Sunday 11 February, we resolved the problem of the troublesome stay anchor for the pole on the Up side of the line adjacent to Guilford Farm crossing using a tensioning device. We also hand-dug holes and installed two more stay anchors, one opposite the down end of the platform at Hasveden and, in the afternoon, the other behind the platform ramp at Wootton. A few weeks later, on 17 March, we installed the final anchor and stay wire, this being for the pole adjacent to Bridge 12.

The final section of the Hasveden – Wootton installation process will be to pull a cable through an existing duct which runs beneath the cess from Hasveden signal box to the end of the platform and complete the connections at each end. After testing, the line wire will be handed over to the infrastructure team for commissioning.

We are delighted to record the recent marriage of two long-serving members of the Isle of Wight Steam Railway family.

Finance Manager Linda Macnamara and volunteer and former staff member Dave Walker were married on Friday 16 February at Ryde Castle in the company of family and colleagues from the Railway. The wedding ceremony was followed by a reception and, later, by an evening event.

Given away by her two sons, Neil and Kevin, Linda was attended by her daughter-in-law Nikki Macnamara as matron of honour and two granddaughters, Keneisha Pointer and Ellie Macnamara, as bridesmaids. Dave’s brother-in-law, Peter Insley, was his best man.

Linda’s godsons also played an active role in the proceedings, with Oscar Macnamara as page boy and Josh, Jamie and Billy Macnamara all ushers.

Linda was employed as Finance Manager in the spring of 2009, taking over the role from Di Akers, who continues to provide valuable support for Linda.

Dave was, for many years, our shop sales manager. However, having always taken a keen interest in our rail infrastructure and been an active volunteer, it was logical that he should take over as Permanent Way Manager when Ray Winter retired as Chief Civil Engineer in early-2005. Dave fulfilled the role until early-2014 when he decided to pursue an alternative career path. However, Dave has remained a regular volunteer within the permanent way team since then.

A couple of days after the wedding, Linda and Dave jetted off down to Sydney, Australia where they stayed for a few days before joining Cunard’s Queen Mary 2 for a cruise to New Zealand. Highlights of the cruise were New Zealand’s remote Fjordlands where the ship entered Milford, Doubtful and Dusty Sounds, and port stops at Dunedin, Akaroa (for Christchurch), Wellington, Tauranga and Bay of Islands. Their journey back to the UK was broken with a two-night stop-over in Dubai. We wish the couple a long and happy marriage.

**New Engineering Manager appointment announced by Peter Vail, General Manager**

Restructure Committee which agreed that we would seek to recruit a new full time Engineering Manager, with the appointment of Kenny Laird, who has since progressed our Railway.

To accommodate Bob’s request the opportunity was taken to review the engineering management structure as, for some time, the need to increase our resource to reflect our growing business has been acknowledged.

The new vacancy was advertised widely both in the local and national press. The quality of applicants was particularly good and it was necessary to follow a carefully considered and robust recruitment process, the result of which was that we are delighted to announce the appointment of Kenny Laird, who lives in Cowes.

Kenny has spent his entire career in railway projects and engineering across the world, covering national rail, London Underground and a number of tram and metro systems. Over the last 24 years he has operated at a senior level in the international rail industry with responsibility for the entire array of railway projects and railway engineering, ranging from week-in, week-out renewal projects to genuinely major complex railway programmes. Kenny’s experience covers all railway engineering disciplines of buildings, civil, mechanical, electrical, telecoms, train control systems and permanent way. In April of 2017, Kenny concluded his last full-time career path. However, having always been an active volunteer, it was logical that he should take over as Permanent Way Manager when Ray Winter retired as Chief Civil Engineer in early-2005. Dave fulfilled the role until early-2014 when he decided to pursue an alternative career path. However, Dave has remained a regular volunteer within the permanent way team since then.

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**The Railway needs your unwanted books!**

We have opened our second-hand bookstall again and we appeal for any books which you can donate for resale. Last year we raised an astonishing £7,240! We require books on any subject as well as fiction. It would be much appreciated if you could deliver them to the office at Havenstreet during normal office hours.

Thank you! Sorry, but please do not include magazines or videos.

Since we started the bookstall in 2010 we have raised £37,607.
An operations update from Clive Miller, Operating Manager

It was a cold 8 January and I had just made a cup of tea when Liz Taggart called to tell me that there was a report of a vehicle on fire in the car park at Wootton station.

Instantly, I sprang into action, and because Health & Safety Officer Jim Roberts happened to be in the office at the time we headed out towards my car. On arrival at Wootton we were greeted by the sight of a burned out vehicle and a very angry driver. I spoke with the fire officer and asked him what he had thought had happened, hoping it wasn’t a case of vandalism. However, it seemed that the driver of the Ford Ranger had noticed smoke coming from beneath the dashboard as he was driving along Station Road. Thinking it was to walk. Mind you, a four mile walk in the fresh deep snow does tend to give one a good appetite! Most staff managed to reach Havenstreet, despite hazardous driving conditions especially around Ventnor and the south-west of the Island. Accumulation of snow in point switches at Havenstreet led to the decision to run BR Class 03 D2054 firstly to Smallbrook Junction and then to Wootton to ensure that points were cleared before passenger trains were operated. In consequence, the first train of the season, the 10.05 Down train to Wootton, was cancelled. Subsequent services before the lunchtime interval ran with delays of between 30-45 minutes. Connections at Smallbrook were irrelevant because Island Line services were suspended. The 13.03 Up service from Havenstreet to Smallbrook was cancelled, meaning that afternoon departures ran to time. However, in view of the prevailing conditions and safety and train dispatch.

Another key outcome from the meeting was agreement that, across the Company, we should encourage the reporting of near misses and irregularities which, under slightly different circumstances, could have resulted in a serious incident. This will allow such incidents to be investigated and any trends identified. However, crucial to the success of this initiative is that we adopt a ‘no blame’ culture. It shouldn’t be about pointing fingers – it’s about learning from mistakes to make the Railway safer for everyone. It’s also important to mention that such reporting is not confined to days when passenger trains are operating – it applies equally to engineers’ train and motor trolley working on new or overhanging lines.

Another topic of discussion was the berthing of the bogie passenger stock in Train Story Road [the lean-to road] during the operating season, and whether we can increase the time our precious EWardian cars are stored undercover. However, this will probably be conditional upon the installation of a servicing platform, a project that is already on the 5-year capital expense budget plan.

New season update dates were held on 7 and 10 March, attended by a total of 74 members of staff - both paid and unpaid – and included both operating personnel and locomotive crew. Topics covered the recent revision to the OR&G, the new digital radios and the importance of incident reporting. Locomotive Foreman Andrew Summers also delivered an informative presentation regarding the differences between our two lorry tank locomotives. A safety film has been made for the benefit of new entrants to the Operating Department. At approximately eight minutes long it covers the main points of station safety and dispatch.

As mentioned in this column in IRN 77, the new digital radios were ordered and received, and the UHF digital repeater station mast was erected at Tapton Cross on 13 March. The switch to digital radio usage is imminent. We must ensure that we reap the benefits of this investment promptly.

A useful and positive meeting between the Operating and Engineering Departments occurred in early-February, attended by the departmental managers, their linked directors, the Health & Safety Officer, a duty manager and one of my footplate inspectors. Chaired by the General Manager, a broad range of topics was discussed, such as the use of paid staff to undertake disposal and shunting when, with a little more planning, volunteer staff could be sought to undertake the duties. This helps in respect of maintaining volunteer competencies and also leaves paid staff to focus more on their core roles. A new shunt planning process involving both Operating and Engineering Departments should yield improvements in this respect.

As engineering lines, we are improving communication between duty managers and other departments by creating a generic duty manager email address and online diary, and an expanded daily log will improve communication between duty managers and the Operating Manager.

The company is hoped that the work will be completed so that events planned for the field behind the station won’t be impacted.

Sunday March 18 saw the curtain rise on the 2018 season but the day dawned with a fair covering of snow. I was unable to safely move the car off my sloping drive because of the deep snow and the un-gritted local roads. There was only one way to reach Havenstreet and that was to walk. It’s also worth mentioning that such reporting is not confined to days when passenger trains are operating – it applies equally to engineers’ train and motor trolley working on new or overhanging lines.

The sad remains of the burnt-out Ford Ranger at Wootton station car park. Clive Miller
The arrival at Havenstreet of the final train on New Year’s Day gave a two-and-a-half month window in which to undertake the winter works programme.

Although the infrastructure stood up well to the weather, the same could not be said for one of our carriages. Regrettably, NLR 4-wheeled Composite 6336 developed a leaking roof and had to be withdrawn. As the operating day was drawing to a close we were running some 20 minutes late, but I had a plan. The guard on the bogie set confirmed by radio that he only had four passengers on board and that all were going to Wootton. I quickly checked the café, shop and Train Story, all of which were devoid of customers. In an effort to recover a few minutes I took the decision to run the last Down service through to Wootton non-stop. By the time the service arrived back at Havenstreet at 17.05 we were just 15 minutes adrift … and it was still raining!

Fortunately, the weather improved for the remainder of the weekend, which saw 703 passenger journeys recorded on Easter Eve, 710 on Easter Day and 591 on Easter Monday.

I am looking forward to what will hopefully be another busy season with plenty of people about, and, who knows, the sun may even make an appearance!

Traffic figures

A monthly traffic figures for Quarter 4 are shown below.

<table>
<thead>
<tr>
<th>Month</th>
<th>Number of operating days</th>
<th>Passenger journeys</th>
<th>Average number of passenger journeys per operating day</th>
<th>Number of operating days</th>
<th>Passenger journeys</th>
<th>Average number of passenger journeys per operating day</th>
<th>Passenger journeys percentage variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1</td>
<td>751</td>
<td>751</td>
<td>1</td>
<td>632</td>
<td>632</td>
<td>+18.8%</td>
</tr>
<tr>
<td>February</td>
<td>0</td>
<td>n/a</td>
<td>n/a</td>
<td>0</td>
<td>0</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>March</td>
<td>6</td>
<td>2,341</td>
<td>424</td>
<td>4</td>
<td>1,488</td>
<td>422</td>
<td>+90.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>7</strong></td>
<td><strong>3,292</strong></td>
<td><strong>470</strong></td>
<td><strong>5</strong></td>
<td><strong>2,320</strong></td>
<td><strong>446</strong></td>
<td><strong>+41.9%</strong></td>
</tr>
</tbody>
</table>

Whilst the passenger journey figures for March may appear strong, it should be remembered that the movement of Easter and of the Easter school holidays distort comparisons at this time of the year. The Easter weekend in 2017 fell clearly in April, whereas in 2018 the start of the holiday weekend fell in March resulting in more operating days.

Keeping warm by burning the brash. John Faulkner

Renewing the Havenstreet Up Loop (No 6) points. John Faulkner

For the first time in recorded history the fishplate maintenance couldn’t be carried out in its traditional slot over the March working weekend, a spell of cold weather and snow at the end of the preceding week covering the track by the weekend. It also made transport difficult for a lot of gang members, although fortunately conditions on the roads had eased by the Sunday. Nevertheless, numbers were insufficient to allow a concerted effort at the fishplates, but did enable the final closure rail to be measured, cut and installed on No 6 points. Naturally, the fishplate work has only been postponed, but will now have to be done in a more piecemeal manner before the arrival of summer.

The Friday gang continues its sterling efforts in keeping control of the lineside vegetation. With the arrival of spring some cutting sessions have taken place at Ashby Grounds, the days before that being devoted to material disposal from the tree lopping work in January.

Traffic Office

198 Royal Engineer pulling out of Havenstreet bound for Smallbrook Junction on 18 March. Roger Milward

The weather wors did not improve after the snow disappeared. Rain arrived and rain it did, to the extent that the next casualty on the events programme fell at the front fence, with the Ashby Scurry succumbing to a waterlogged course.

We had one day of sunshine but the arrival of the Easter weekend coincided with the return of heavy rain. Indeed, on Good Friday we wouldn’t have been surprised to have seen Noah’s Ark sailing down the hill from Wootton! Rainy days can often be quite busy but the prolonged torrential rainfall meant that the operations may appear strong, it should be remembered that the movement of Easter and of the Easter school holidays distort comparisons at this time of the year. The Easter weekend in 2017 fell clearly in April, whereas in 2018 the start of the holiday weekend fell in March resulting in more operating days.

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The completion of a number of long-term projects is beginning to bear fruit, with the return of 41313 and the completion of work on W24. We start the 2018 operating season with five steam locomotives available for service and as such, we are the envy of many heritage railways which struggle from day to day to provide suitable motive power.

Well done to our team of volunteer and paid staff who have put in the hours and hard work to get us to this position.

STEAM LOCOMOTIVES

02 Class W24 Calbourne

Early in January saw W24 with both driving wheelsets in place being shunted into the workshop to enable work to continue in the dry. By mid-January work had commenced on slide bar and piston crosshead adjustment; unfortunately a crack was discovered in the right-hand side crosshead cover, luckily a spare was available in our limited selection of 02 parts.

The placement required overhauling before fitting. This involved white-metalling and machining to suit. New side slider blocks required manufacturing and shims fitting. The final task involved checking and adjusting the valve timing following the overhaul of the eccentrics and valve gear.

A test steaming on 6 March identified a problem with the regulator stuffing box that was dealt with the following day, once the boiler had cooled sufficiently. A full steam test was completed in the presence of our independent boiler inspector on 12 March, followed by running-in trials with empty coaching stock the following day. Calbourne’s first day back in service was Good Friday, 30 March. Following completion of annual exams, W24’s boiler examinations to be completed.

E1 Class W2 Yarmouth

With Train Story closed to the public for a two-and-a-half months the opportunity was taken to undertake preventative maintenance and conservation work by a small working group who braved the winter elements, undertaking this outside in the Down Sidings.

The main areas tackled concentrated on the cylinder block and wheelsets; this involved packing up the locomotive to enable the springs to be removed and the axleboxes and horns examined. On 5 February the pistons were finally removed from the bores after many hours struggling to break the rust’s hold on the crossheads.

During the course of investigations the original source of some of the components has been identified; the main frames being stamped ‘Monk Bridge’ and the wheelsets were manufactured at Canal Street Iron Works, Derby.

In time for the re-opening of Train Story at the start of the operating season, the E1 was returned to take up her role as an exhibit.

Hawthorn, Leslie 0-4-0ST W37 Invincible

Progress has been made on assessing the condition of the boiler, as has continued strengthening of parts for further inspection and replacement; this includes removal of internal copper pipes and boiler studs.

Andrew Barclay 0-6-0T W38 Ajax

Ajax remains on static display in Train Story.

Hunslet ‘Austerity’ 192 Waggoner

Work on the ten-year boiler overhaul has not yet started but there is light at the end of the proverbial tunnel. With the return to service of W24 and good progress on Ivatt 41298 in 2017, we can look forward to in earnest in the near future.

Meanwhile, minor work has continued with the cleaning and inspection of removed components, the painting of externally stored parts and descaling the inside of the bunker for inspection.

Hunslet ‘Austerity’ 198 Royal Engineer

Following completion of service on 1 January, Royal Engineer’s boiler was washed out and the locomotive was stored for a couple of months within Train Story, space being available because the E1 had temporarily vacated the premises. During a subsequent exam, a broken spring on the leading axle was replaced and the fireman’s side boiler clack / steam valve assembly for the injector was refurbished; new parts consisting of clack seat and valve, steam valve spindle and packing throughout. Boiler testing commenced with a steaming on 5 March to set the safety valves followed by a full steam test the next day for the independent boiler inspector.

198 commenced the 2018 operating season on a cold and snowy 18 March; because of their design Austerities are the least vulnerable of our locomotives to frost damage.

Ivatt 2MT Class 41298

41298 is currently in the works for valve and piston work and for boiler examinations to be completed.

The new bronze injector cone for W8 Freshwater

John Faulkner

Cylinder and piston in the E1, as found. Andrew Summers

The cracked right-hand crosshead cover from W24 Calbourne. The replacement component was stamped 205°, aka W21 Sundown. Andrew Summers

Work underway on E1 class W2 Yarmouth. John Faulkner

Ivatt 2MT Class 41313

At the end of last year 41313 was winterised and put into dry storage in Train Story awaiting the start of a new working life on the IW Steam Railway. The first day in revenue earning service was 4 April.

Peter Hull descasing the top feed manifold from 41298. John Faulkner

Snow coats the running plate of 198 Royal Engineer early on 18 March, the first day of the operating season. Andrew Summers

Workshop Files

Compiled by Andrew Summers, Locomotive Foreman, and Peter Taylor

A1/x Class W8 Freshwater

W8 Freshwater passed her in steam inspection on 6 March and is available for service this year. While in steam the opportunity was taken to test the manufactured injector parts, all of which worked perfectly.

A1/x Class W11

Following completion of annual exams, W11 also successfully passed her steam test on 6 March and is available for service for the coming season.

Ivatt 2MT Class 44447

The Ivatt tender locomotive remains on loan to the East Somerset Railway where it is in regular use.

DIESEL LOCOMOTIVES

BR Class 03 D2059 ‘Edward’

During January, D2059 was deployed daily for two weeks on engineers’ trains without incident. Exam work and routine maintenance was completed by mid-February, ensuring availability for the start of the operating season.

BR Class 05 D255a ‘Nuclear Fred’

‘Nuclear Fred’ is on static display in Train Story.

WORKSHOP NEWS

Finally, as well as the maintenance of our locomotives, a range of other jobs has progressed. Uneven surfaces in the machine shop involved digging out and re-concreting, wooden cabinets have been made to improve the limited storage capacity and both our Manitou machines have undergone maintenance to make them as reliable as possible for the coming season.

Work at a foundry to enable new ones to be cast. Essential maintenance for 41298 during manufacture. Andrew Summers

Brass parts machined in our own machine shop.

For some time we have been investigating a new working life on the IW Steam Railway. the first day of revenue earning service was 4 April.
An update on liveries

I HAVE PREVIOUSLY recounted the tale of ‘It’s the Wrong Shade of Green’ (IRN 59, p 20-21) and provided a 2015 review of ‘Rolling Stock liveries’ (IRN 69 p 26). The Liveries Committee has met to consider those items of stock coming up for major overhaul or recently added to our fleet. It is proposed that:

- W8 Freshwater will move circa 2019 from post-1936 SR Maunsell green to late-SR malachite green (we considered presenting her as W13 Carisbrooke as W8 did not carry this livery but this idea has been declined).

- W24 Calbourne will move circa 2020 from early-BR lined black to SR malachite green, possibly patched ‘British Railways’, see below. We recognise there is conflict between those who want as much as possible in BR – the era they remember – and those for whom BR is an anathema. We opted for a change – and trying to keep a balance (noting the Ivatts present two locomotives in BR lined black). Malachite green lettered ‘British Railways’ is a livery we have not yet presented in preservation.

Then there are various miscellaneous additions to consider:

- the IWR Oldbury vehicles to go into varnished teak – the only appropriate livery.
- the Pollard electric tram to continue in Ryde Pier Company livery.
- Ryde Pier tram Car 2 to be presented in 1927 mid-bronze green, lined – noting that the later SR green, BR red and BR green were all unlined and very austere!

As regards infrastructure vehicles – i.e. those used for maintenance purposes but with no Island history:

- the additional Wickham trolley B31W will carry BR maroon – there is no Island precedence so we shall follow contemporary mainland practice.
- the second Permaquip trolley might be presented in British Rail (and subsequent) engineers’ yellow but is more likely to be in Network Southeast livery.

O2 Class W27 Merstone. The repainted patch can just be made out, date unknown. Roger Silsbury collection.

Reported by Iain Whitlam,
Liveries Subcommittee
Workshop Files

Carriage & Wagon

Compiled by Dave Smart, C&W Foreman

## BOGIE CARRIAGES

### LBSCr Third 2403

This carriage underwent its ‘A’ and ‘C’ exams and entered service on 18 March.

### LBSCr Third 2416

Our highest capacity carriage had its ‘A’ exam but, unfortunately, the tyres, which we knew were getting low and had been monitoring, had almost reached their wear limits and action is required. The carriage has been restricted to 10 mph on the goods wagons required in early-April. The workshop is still as full as ever and we are having to do some work in Train Story Road 1 (the lean-to road) and Roads 2, 3 and 4. Unfortunately, our fleet of vehicles has outgrown our current workshop and storage building and this problem is only going to increase. Where can we put them all?

Can we have a bigger workshop, some more storage buildings and a bigger base board on which to put it all please?

## SECr Brake Third 4149

Work has continued on the underframe and has progressed very well but, as always, some unexpected additional work has been identified. For example:

- A section of one of the centre longitudinal members was showing signs of corrosion and so was prepared, welded, ground and returned back to its original thickness.
- The London end drawbar cradle guide bearers also required some additional treatment and returned to their original thickness.
- One of the drawbar cradle guide bearers was removed owing to a build-up of scale between it and the centre longitudinal. This has been descaled and is now ready for going back on.
- We have also found corrosion and years of dirt (which could be BR or even Southern Railway dirt) in the frame above the centre casing on both ends. The London end was cleansed out and painted and the country end will undergo the same treatment once the bogie is removed.

## LBSCr Brake Third 4148

This carriage is being repainted up to undercoat and refitted. The compartments are also being stripped and repaired as required, repainted and then having the scrambling applied. The steel cladding sheets are now receiving attention, having the paint stripped off to assess their condition. If they can be reused they will be cleaned, treated and painted ready for refitting once the body is back on the underframe.

The plan is to have the underframe completed and line tested before craning the body back onto its underframe. The panels will then be refitted to the body and all the steam heat and train pipe connections fitted and tested. The roof will then be stripped of its canvas and cleaned ready for a new canvas to be fitted. Then it’s be time for roof painting – and lots of it – between five and seven coats. You think it’s going quite well until you turn around and see just how much there is still left to do!

## NLR 4-wheeled Composite 6336

This carriage underwent its ‘A’, ‘C’ and steam heat exams before entering service on 18 March, strengthening the bogie set.

## WAGONS – HISTORIC FLEET

We have reached the time of year when the operational fleet of 10 historic wagons requires ‘A’ exams. Being housed in the luxury of Train Story and away from the vagaries of the winter weather, and being used on only around 7-8 days during the season, they didn’t need too much attention.

- LCDR 4-wheeled Brake 2515
- LCDR 4-wheeled Brake Third 4112
- LCDR 4-wheeled Composite 6369
- NLR 4-wheeled Composite 6336
- WAGONS – INFRASTRUCTURE FLEET

Three engineers’ wagons, together with LNER 257 ‘Lowmac’ E263276, require ‘A’ exams during the early part of the year. A couple of these are currently in store parts from W192 Invincible and 192 Waggoner because our locomotive department colleagues also lack sufficient storage and workshop space. The remainder of the engineers’ wagons are due for exam between September and November.

## WAGONS – SERVICE VEHICLES

- ‘A’, ‘C’ and steam heat exams before entering service on 30 March, 2018. The first two train service day of the season.
- ‘A’, ‘C’ and steam heat exams before entering service on the second day of the 2018 operating season, Thursday 22 March. Unfortunately, as was the case in 2017, it is being used to strengthen the bogie set during the opening weeks of the season again, owing to the limited availability of LBSCr Brake Third 2416.

## LBSCR Brake Third 4146

Our only serviceable bogie brake carriage came into the workshop in January. Both ends were stripped and repainted and various panels repaired. After being re-varnished and having its roof cleaned and repainted, the carriage underwent its ‘A’ and ‘C’ exams and entered service on the opening day of the season, Sunday 18 March.

## LBSCR Composite 6349

This carriage had its ‘A’ and ‘C’ exams and also entered service on 18 March.

## LBSCR Composite 6375

The work on this carriage is suspended until SECr Brake Third 4149 has returned to traffic.

## FOUR-WHEELED CARRIAGES

### LCDR 4-wheeled Third 2515

2515 is due a re-varnish and a roof clean and paint owing to the extra mileage accrued when using to strengthen the bogie set in 2017. The carriage will come into the workshop when time and operational demands permit. It will then be stripped of its canvas and cleaned and enter service on 18 March, strengthening the bogie set.

### LCDR 4-wheeled Brake Third 4112 & LCDR 4-wheeled Composite 6369

Both carriages of the Ventnor West push-pull set 484 underwent their ‘A’, ‘C’ and steam heat exams before entering service on Good Friday, 30 March, the first two train service day of the season.

### NLR 4-wheeled Composite 6336

6336 underwent its ‘A’, ‘C’ and steam heat exams before also entering service on Good Friday. Unfortunately, however, the carriage was withdrawn at the end of service on its first day with rainwater leaking into compartments A and B. The carriage was shuttled into C&W workshop a week earlier than planned and had its roof cleaned, some minor repairs and painted. The body is being re-varnished and having some minor body repairs.

### LCDR 4-wheeled Brake 4115

Dueing to the pressure of other projects and poor progress, 4115 saw little progress on the braking system and paperwork during the period under review, although work continued on the interior. The carriage remains in the tent outside the C&W workshop.

### LCDR 4-wheeled Composite 6378

For both ends of 2343 were stripped and repainted and a roof clean and paint. It had its ‘A’, ‘C’ and steam heat exams and entered service on 18 March (together with 2515).

There are many preparations to be undertaken before the start of the season - not just the exams. We have to make sure the interiors are clean and ready and one of these preparations is to have all the antiscrascars washed and toned, a job done by the Operating Manager’s enforcer – thank you, Linda.

## WAGONS – HISTORIC FLEET

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WHAT ELSE HAS BEEN GOING ON?

As some of you may be aware, I have an interest in the unusual, unexplained things that occur around our railway and I have been involved with the Mystrix Investigation Group which also participates in our popular Fright Night event by dressing up in Train Story.

On Saturday 16 December, all within the space of about 15 minutes, we had three train crashes – in miniature I might add – but which cannot all be explained. In the first incident, I was informed by a member of the public that our Gauge 1 train pulled by a Lynton & Barnstaple Railway lookalike Baldwin locomotive had derailed in the tunnel underneath the mountain. Apparently the second two coaches came adrift and the engine and first carriage came round again and re-endered them and derailed. Easily explained when inquisitive little fingers stretch out to touch the train and more often than not derailed them. But that’s not easy to do with the train in the tunnel. This occurred during a busy period and I had to squeeze around the public to reach the train but it was soon resolved.

For 2017 Jeff Layfield brought in an O gauge A1/x terrier and wagons as being something different to run. Because of the large footfall in the building the engine had a tendency to derail as the track wasn’t entirely secured but, by and large, it wasn’t too bad. What used to happen was that the front axle would come off and lodge in a small tunnel. This second mishap involved this stock. The locomotive and first wagon were stopped in the tunnel, but where were the other two wagons? Number two wagon was found upright but at right angles to the track. The wagons had proper chain couplings and they are fiddly to detach and reattach so it isn’t as if anyone could have easily lifted them off. Fortunately they were left there to be tidied up later. But then, where was the brake van? For one sickening moment I thought that perhaps somebody had lifted it, at which point Mary Layfield appeared from the back of the track and stated it. It was at the far side of where I was standing and was at 180 degrees to the way in which it had been travelling.

I knew that because I was looking at the red tail light which was flashing at me. I just managed to retrieve it but the situation that had just occurred would be impossible to recreate even if you were over 6 ft tall. Quite simply, I was unable to reconcile what I had witnessed – it couldn’t have happened! When I next saw Jeff I questioned him if he had left the brake van off the train but he said no and, if he had, he would have put it in the siding.

Having sorted these two out I then noticed that both our ‘Emet’ type trains had stopped running and had to fight my way back towards them. I found that both trains had collided because of one engine losing a carriage and rear-ending it as it came round and knocked into the path of the other train, the coach of which fell down to a lower level. Again, all out of reach of any child or adult unless they were well over 7 ft tall. Again, this had never happened before but I will reserve judgment on this one, but then came Sunday 17 December.

This had been a fairly normal day which was drawing slowly to a close when the son of Paul Martin (from Haven Falconry), who was with a party of people waiting to see Santa, told me that a cable car had come off. ‘Pardon?’, I said. ‘That doesn’t happen’, at least not since I have been running them in the Winter Wonderland. It had apparently dropped off, hit the mountain and landed on the Emett track below, but luckily no trains were running at that time. It was also empty. Where were the occupants? I found a ski, next to the Gauge 1 track, and the owner who was on the mountain, coincidentally on the ski run. The other skier was a whole lift away. The point is this: the skiers are very difficult to get into the cars. They could not simply fall out and if anybody had attempted to remove the car from the cable while it was moving, the whole lot would have come down.

I should know – I have done it!

There were quite a lot of strange occurrences over that third weekend in December 2017, most without suitable explanations. Spooky!

The Mysteries of the Winter Wonderland

Derek Bishop reveals some strange occurrences that took place over the Christmas period.

A few years ago I wrote a piece on strange occurrences at the Ryde Pier Head which I have now expanded and a few years later have expanded even more. I thought that others would like to read about them. Here are a few of them.

Some are from my own experience and others were related to me.

As I mentioned before, we have a route indicator below the pier which shows the second track to the island. On 1 January 1933, Footplate crews needed to know which platform their train was signalised. Originally, this was accomplished by a three-doll bracket...
Once upon a time

A look back at 30 years of the Wight Report
compiled by John Hulse

Wight Report 80 | Summer 1988 | Editor Iain Whitlam

The covers of Wight Report 80 featured pictures of the Grapes Ryde Pier steam car.

Good weather at Easter brought out many locals and the Railway put on a display of stationary engines. The ‘crank up’, arranged by the Vectis Stationary Engine Preservation Society. The season also started with many new schools visiting us along with some old friends. The body of parcels van PMV 1533 was well on its way to refurbishment into a lecture coach.

Thanks to the efforts of Des Hawkins and Nick Boycott, a chemical damp proof course had been installed at the base of the walls of the gas house building.

The interior wall surfaces of the museum gallery were redecorated and a new carpet laid throughout, producing an immediate noticeable improvement in the environment.

In addition, the stone chimney breast at the south end of the gallery had been removed, releasing extra floor space for the display of exhibits including the model railway. Away from public gaze in the upper part of the building, Des Hawkins created a secure lockable storage area for artifacts.

Part of the area was designed to provide a stable environment to store the archive, library and reference collections, which were duly moved (all 46 boxes of them!) over to the Island from their temporary store in Portsmouth just before Easter.

The crack in the dome saddle plate at A1V Class No 11 which had caused considerable alarm and delay, had finally been repaired by electric arc welding by boiler making contractor Roger Pridham of Connell. Further tests and examination were required on the repair before a hydraulic test of the boiler could be undertaken.

Delay in obtaining asbestos oil pads, supplied by the Armstrong Oiler Company, had prevented the lowering of 02 Class W&J Calbourne onto her axles. Hawthorns, Leslie 0-4-0ST WOT Invincible was lifted off her leading axle to free an axlebox which had become seized in the horn block.

Slight spreading of the axlebox had caused this unusual occurrence and which had baffled the motive power team for a while, so often the case with Invincibles!

At long last, much to everybody’s relief, the hole in the locomotive workshop roof was repaired, no more puddles or marked paintwork. SECR Brake Third 4112 had received three undercoats and one topcoat, with one more topcoat to go. Each coat required the whole 58 feet to be rubbed down meticulously by hand, each side taking one whole day. Once it had been brushed and wiped down, it took a further nine hours on each side to apply a gloss coat.

Work on LCR Brake Third 4112 was progressing well, with all body framework completed apart from roof hoops. The driving end had been re-sheeted and one side completely panelled and moulded. Work was underway on the corridor end and the remaining side. The interior of the brake end had been re-planked where necessary, filled and grained.

Two more vehicle bodies arrived at Havenstreet, one from one of the Isle of Wight (Newport Junction) Railway carriages. There were three of these bought new in 1875, probably from the Bristol Carriage & Wagon Company. These carriages were reconstructed as vans by the Isle of Wight Central, and withdrawn in the mid-1920s. This door had been passed on to the Museum Department.

For the previous two to three years the wicker gables at Woodhouse crossing, midway between Havenstreet and Wootton, had been slowly falling apart, together with the fences on each side of the gates. When it was decided to undertake major track renewal work in the area, gate replacement was included in the programme.

The local farmer asked if the new gates could be 12 ft wide instead of the previous 10ft. Kim Chalkley duly made these in the workshop and at the same time he refurbished the smaller wicket gates, used by hikers and horses.

At Havenstreet a start was made on the new siding track formation. The embankment widening for the headshunt had been built up over the last two summers using any old spoil from around the station area and a thick layer of chalk was added to give a firm base on which to lay track. A section of the Down Loop running line just beyond the Wootton end of the platform was replaced by the new turnout. Timbers and rails were duly put in and connected to the running line, in time for the new season.

The headshunt was planned to be some 300 ft long.

As briefly reported in Wight Report 79, both Havenstreet and Wootton stations had been entered for the Best Restored Station Competition and Wootton received a Special Commendation as an incomplete entry. Havenstreet, having won the Premier Award in 1986, was only eligible for the Champion’s Award but was unsuccessful.

A £120,000 station refurbishment for Ryde Esplanade was announced in April. British Rail had allocated £70,000 towards the scheme and expected a local authority contribution towards the difference, although County Council officers had already indicated that no funds were available. The proposals included new toilets and improved catering facilities as well as provision of a tourist information centre.

A former Permanent Way Department wooden building adjacent to the car park entrance at Ryde St John’s Road station (north of the site of the locomotive shed) had been leased to Avis Car Hire and opened as its first Isle of Wight branch. Brading Town Council was set to receive a grant from the IW Buildings Preservation Trust towards the conversion of Brading station into a community and heritage centre, while work had commenced on the renovation of the former station flat at Sandown for Sandown Town Council. Conversion work on the premises, subject of a leasing agreement with BR, started in February to create a heritage centre, council office and meeting place. Much of the work was being undertaken through a Manpower Services Commission scheme, with the total cost estimated at £10,000 for conversion and £4,400 for fittings and furniture. The latest scheme for the derelict railway land on the Sandown goods yard site involved a planning application for 36 flats in four 3-storey blocks.

Funds were raised by donations from the Shanklin Business Association, Shanklin Hotel & Guest House Association and by an individual collection from hoteliers to landscape the abandoned Up platform at Shanklin. British Rail excavated the hard surface of the platform and filled it with top soil from unused allotments close by. Through the Tourist Development Action Programme, 5,600 bulbs of various sorts were planted along with nine flowering trees and 180 ornamental flowering shrubs.

Once upon a time

The new turnout from Havenstreet Down Loop to the Headshunt taking shape 13 March 1988, Roger Macdonald

Sandown signal box, for a few years standing starkly without the erstwhile station canopy, was hard done for December 1986. In connection with resignalling and singling between Sandown and Brading, Ian Whitlam
At the same time the Hotel Association leased the unused left luggage office and equipped it as an office dealing with British Rail Inclusive Tours operations.

An outbreak of vandalism at Ryde St John’s Road during the night of 14 and 15 February caused severe damage to seats and fittings on nine vehicles berthed in the sidings. Four of these vehicles had been recently refurbished in Ryde Works. The damage resulted in a rolling stock shortage later that week and on 17 and 18 February only two trains per hour could be run on the Shanklin line, with the third having to be cancelled.

The last UCC car, No 20, finally came to the end of the road in mid April when it was taken out of service along with car 15. Despite the shabby external appearance of car 20, it had won several temporary reprieves and soldiered on through the winter with remarkable reliability. By late April, the two cars had already been stripped of spares.

Powell Duffryn Fuels Ltd, owners of Medina Wharf, submitted a plan for a 54-berth marina on a site at the former railway owned jetty. Cowes Harbour Commissioners indicated their approval in principle. Shortly after the withdrawal of the Bembridge Harbour Improvement Company’s planning application for development of the former railway owned area opposite the also threatened Royal Spithead Hotel, it was decided that there was no development of the former railway owned jetty. Cowes Harbour Commissioners indicated their approval in principle. Shortly after the withdrawal of the Bembridge Harbour Improvement Company’s planning application for development of the former railway owned area opposite the also threatened Royal Spithead Hotel, it was decided that there was no development of the former railway owned area opposite the also threatened Royal Spithead Hotel, it was decided that there was no development of.

Our Lady Pamela collided with Ryde Pier on 22 January causing a gash in the hull and the subsequent suspension of service from 09.00 until 15.45 hours. Subsequently, Our Lady-Pamela was involved in another incident which hit the headlines. A plate at the rear of the lower lounge was buckled and displaced by heavy seas while the vessel was on the 21.45 crossing to Ryde on 31 January. Iain Whittle contributed an article on the Ryde Pier Tramway ‘Grapes’ car, looking at its construction, service and subsequent preservation.

Richard Dawson looked at the history of electricity generation and supply on the Island.

The Medina Amenity Committee proposed to introduce a ‘Dottie’ train at a cost of £42,000 to operate between Ryde Pavilion and Appley Park. The 3-carriage 62-foot rail train, powered by a 140kW Volkswagen engine, would carry 54 adults or 80 children. This superseded the original intention to operate a miniature railway in Appley Park.

My Southsea celebrated her 40th birthday on 11 March and was dressed overall for the day and a special celebration cake provided. As the first vessels to enter the shipping fleet after nationalisation, Southsea and Brading were launched within half an hour of each other at William Denny’s Dumbarton yard on 11 March, 1948, entering service in November of that year. Brading had been sold but remained moored in the upper reaches of Portsmouth Harbour.

The catamaran saga continued when Our Lady-Pamela collided with Ryde Pier on 22 January causing a gash in the hull and the subsequent suspension of service from 09.00 until 15.45 hours. Subsequently, Our Lady-Pamela was involved in another incident which hit the headlines. A plate at the rear of the lower lounge was buckled and displaced by heavy seas while the vessel was on the 21.45 crossing to Ryde on 31 January. Iain Whittle contributed an article on the Ryde Pier Tramway ‘Grapes’ car, looking at its construction, service and subsequent preservation.

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Horringford station

HERE WE FOCUS specifically on Horringford, ‘the ford of the dwellers by the river fork’, according to A D Mills in The Place-names of the Isle of Wight. The combination of low-lying ground and river were to prove problematical for the railway over the years, not least in terms of keeping separate fresh water and foul.

Horringford station was situated next to the crossing of the main Newport to Sandown road. When the railway opened this would have been no more than a country road, suitable for the horse and cart era. Today, it is the A3056, a major road with constant traffic, including heavy goods vehicles. Where the railway crossed the road it was protected by crossing gates, one of seven sets on the branch. Those crossing gates were the bane of everybody’s life, as the archives reveal.

During construction of the Isle of Wight (Newport Junction) Railway a trial run was made between Horringford and Sandown on Saturday 13 April 1872, utilising the hired Isle of Wight Railway’s locomotive Brading hauling a First Class carriage and a break van conveying the contractor, railway officials and some Newport councillors. ‘Break’ being the contemporary spelling of ‘brake’!

Horringford station was opened briefly on 27 June 1872 – Coronation Day – even though the Inspecting Officer of the Board of Trade had refused to sanction opening to passenger traffic a few days previously. At this time only the Sandown to Horringford section had been completed. The IWJR was finally authorised to open on 1 February 1875 between Sandown and Shide.

The station consisted of a single platform on the Down side west of the level crossing. Originally there was a loop to the west of the station when Horringford was the temporary terminus from Sandown, then became a siding facing up towards Sandown trains. The station building was larger than any of the others on the line. A small signal box housed a five-lever frame controlling the level crossing gate locks, and Up and Down Home and Distant signals. The siding had a separate ground frame locked by an Annett’s key on the train staff.

The siding was the subject of an agreement dated 13 March 1885 between the IWJR and Richard Roach Pitts of Hale Farm, which stated that it belonged to Mr Pittis, as did another siding leading off from the first to a gravel pit on Hale Farm. In 1910 the Isle of Wight Central Railway, as successors to the IWJR, purchased a strip of land on which the siding was situated in order to build an extension to the platform.

V

ALONG THE FOOT of the downs runs the Eastern Yar, here but a stream, accompanied by the railway from Newport to Sandown, along which are miniature stations, served by leisurely little trains, which puff peacefully along their appointed way.

This idyllic word-picture was written by R L P and Dorothy M Jowitt in their book The Isle of Wight, published in 1951.
Horringford level crossing 1949

The style of the level crossing gates differs from those in the 1920s, the result of various altercations as revealed through the archives. The signal box commands a good view of the level crossing and any passengers arriving through the wicket gate. The Down Home signal comprises LSWR fittings on an SR concrete post.

Horringford c1955. An Up train to Sandown is seen arriving and this view shows well the substantial station building, the signal box and the platform rebuilt using standard SR concrete sections. A solitary SR 8-plank open wagon stands on the siding, beyond the goods yard gate: access lay behind the station building.

Third Class Monthly Return 0139 from Horringford to Blackwater is an example of an audit Southern Railway issue. The (i) W] distinguishes it from the Blackwater in Hampshire. Note that the lower version of the abbreviation omits the full stop after the W, the typesetter presumably having insufficient space.

Third Class Return 5420 from Horringford to Shanklin shows the transitional style used by the new nationalised railway, but imitating that of the SR shown in the previous illustration. The ticket was issued subject to the conditions of the Railway Executive. The fare of 1/10 is followed by the letter H which indicates the fare increase which came into force on 2 March 1952.

Third Class Cheap Day Return 5646 from Horringford to Newport is an audit specimen of the by now standard format for tickets and has on the reverse British Transport Commission title which came into effect on 1 October 1953. Apart from pre-grouping stock, there are no Second Class tickets, Third Class not being abolished until four months after the line’s closure.

Third Class Day Excursion 1240 from Shanklin to Horringford is an example of early Southern Railway style, dated 31 Au 25. One hopes that the excursionist realised that there was not exactly much to see in Horringford. Perhaps he, or she, really was taking the train to get to Arreton as the station running-in board indicated, or perhaps it was for a walk in the Island’s glorious countryside. With the railway now closed, you can still alight from public transport, albeit a Southern Vectis omnibus, and walk the former railway line in either direction to Sandown or Newport.

In order to promote travel, the railway provided through booking facilities which included road transport to various Island places such as Carisbrooke Castle and Blackgang Chine. 0077 is an audit example for an outing to St Catherine’s Lighthouse, going by train to Ventnor, and then onwards by Southern Vectis Omnibus.

The last day of service before a line closed inevitably saw locals making a nostalgic trip and 0694 represents the return portion of a journey undertaken from Newchurch to Horringford and back – all one mile of it in each direction! The reverse side of the ticket is endorsed in manuscript ‘Last train Newport to Sandown’.

A First Class blank issue from Horringford to Newchurch, ticket 0176, appears dated 05 Fe and almost certainly 56, so it could well have been purchased as a souvenir rather than as a ticket to travel.

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**Horringford station document**

Even after the closure of the line there were still incidents. On 21 January 1958 a van got 'out of control on the down approach' which was covered with ice, smashed the top and bottom rails of the gates and the guard was badly jolted, but as this branch line is now closed the present repairs will carry over until recovery of assets, when it will be fenced off.

It was not always the motorist who seemed to be at fault. On 29 August 1949 a Cowes train demolished all four gates, as the accompanying memorandum below reveals! Our by now well-known Inspector Fidler was able to report back to Mr Restall on 26 September that the crossing gates had been repaired.

**Ivatt Chinnies**

Dear Sir

I reply to the query raised by Keith Naylor in the last issue of Island Rail News. May I first say how pleased Peter Clarke and I are that our Ivatt locomotives have found such a well-suited and appreciated retirement home. The two tanks are well suited to their new tasks and with much appreciation are being looked after.

To the chinnies, Peter and I attended the same school and became keen members of the Railway Correspondence and Travel Society, visiting as many locomotives as possible, especially in Southern Railway days.

Ivatt Class locomotives had been steady scrap/build stock since 1968 hence why ten were available to be rebuilt into 0-6-2Ts for service in the West Country and four were transferred to the Island.

The E1 class was developed as a larger goods version of the Terrier class of which there were seven examples on the Island in 1932. As evidenced by the comment on IRN 77:020 there must be at least some mechanical similarities. Cabs fitted to the last batch of 20 were six inches higher than their predecessors, thus putting them outside the Island gauge which is why none of them were sent to the Island.

The same cabs were fitted to the G6 class. Altering the cabs does not seem an onerous task but the desperate economic conditions in 1932 must be taken into account.

G6 class to the Island? Nice idea – but I think a case of romantic hindsight.

Lindsay Davis

**66 Class on the Island?**

Dear Sir

With reference to the letter on page 42 in IRN 77:1 I believe the 66 class would never have been considered for the Isle of Wight.

Historically, Island railways were always low down the pecking order and all locomotives transferred there were surplus to requirements elsewhere. G6 locomotives were always fully employed as evidenced by all members of the class surviving into BR days. The G2 class was trialed on the Island because some were becoming surplus - indeed several failed to make it to the Island and were scrapped in Southern Railway days.

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Member 413

**TRIBUTE**

KEN BOLTON

We were saddened to learn of the passing of Ken Boulton on 27 March, aged 87. Ken was a regular volunteer in the carriage and wagon workshop and on operating days often be found working the ground frames as Pointman. During the Santa Specials season he would occupy his place in the grotto, having first donned a red suit and white beard. Indeed, when HM The Queen visited the Railway to open the C&J workshop in 2004, she asked of both Ken and John Price what they did at the Railway.

‘We’re Father Christmas’ was probably not the answer Her Majesty was expecting!

Readers of Island Rail News may recall ‘Ken’s Teasers’, a railway knowledge quiz. The feature ran without a break for 13 years, from issue No 2 until No 52 (Summer 2011).

Ken started his working life as a glazier. Indeed, Ken was involved in the creation of the Second World War Memorial Windows in Westminster Abbey where a stained glass window features a Spitfire. Ken joined London Transport as a bus conductor and then progressed to become a bus driver. He married Anne in 1946 and they moved to the Island shortly afterwards with Ken taking up a position with Southern Vectis.

A working life spent on the buses was marked by his interest in railway knowledge quiz. The feature ran without a break for 13 years, from issue No 2 until No 52 (Summer 2011).

Ken was a West Ham united supporter, and this was acknowledged by the club in giving him his own scarf placed upon his coffin and the playing of the team's song. As evidenced by the comment on IRN 77:020 there must be at least some mechanical similarities. Cabs fitted to the last batch of 20 were six inches higher than their predecessors, thus putting them outside the Island gauge which is why none of them were sent to the Island. The same cabs were fitted to the G6 class. Altering the cabs does not seem an onerous task but the desperate economic conditions in 1932 must be taken into account.

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Member 413
Ivatt Ambassadors?

Dear Sir

The locomotive gems at Havenstreet make our mouths water! Who would have thought when we were oiling fishplates near Woodhouse crising in 1971 that one day those very rails would support Ivatt tank locomotives and even a Class 35 Diesel visitor. We owned W24 Calbourne and had the loan of W77 Brenda – an O2 and an industrial tank engine – a great achievement in itself, but to even consider the treasure chest of what the IWSR holds now – why that was the stuff of fiction.

Because I admire the pioneering spirit of railway volunteers, I support small groups who seek to realise a dream, just as we teenagers did with the Wight Locomotive Society over 40 years ago. Thus the Bideford Railway Heritage Centre, the Shillingstone Railway Project and the Somerset & Dorset Railway Heritage Trust at Midsomer Norton all receive my membership dues. It is good to encourage them in worthwhile endeavours, just as we WLS members were once supported by folk like David Shephard, Alistair MacLeod, Hannah Winter, Bill Snellgrove et al.

Photographs of Ivatt

In 1971 that one day those Ivatts would have thought when mouths water! Whoever

41313 doubleheading another one of Barnstaple Junction shed’s 13 Ivatt tanks leaves Bideford in 1963 with a branch train to Torrington. Steve Clark, Clive Partridge Collection

Island Rail News 78 | Spring 2018