

# ISLAND RAIL **NEWS**

The **award winning** magazine of the Isle of Wight Steam Railway

No 84 Autumn 2019 £3.50

## Plans to extend services to Ryde St John's Road now put on hold



**Appointment of new General Manager announced**

**Huge investment in Ryde to Shanklin line unveiled**

**First year of IWR 21 carriage restoration detailed**

**Site clearance as Wootton Project gets underway**



# Featured in this issue of *Island Rail News*

Summer Events report  
Page 8



Island Steam Show traction engines. John Faulkner

Wootton Project gets underway  
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Preparing the ground for laying drains at Wootton. Simon Fletcher

Traffic Office News  
Page 16



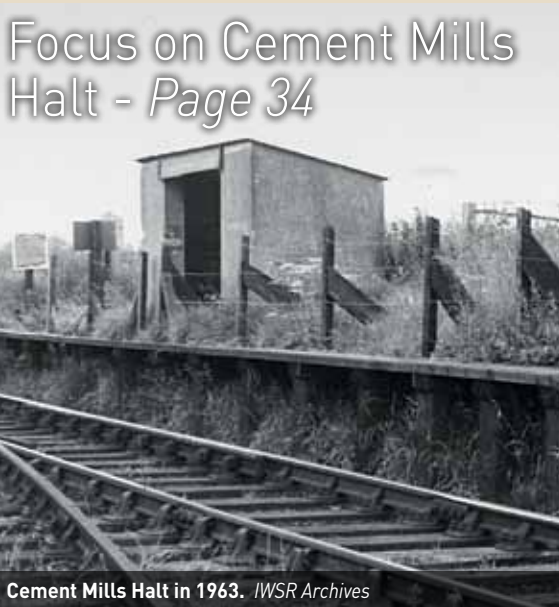
A1/x No 11 and W24 Calbourne seen at Havenstreet station in September. John Faulkner

IWR First 21 progress  
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The body of IWR 21 taking shape. John Faulkner

Focus on Cement Mills Halt - Page 34



Cement Mills Halt in 1963. IWSR Archives

Island Line tube stock movements  
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Car S95 negotiating the tight turn into Fratton goods yard. Alan Paterson

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## Hello and Goodbye!

NOW THAT WE HAVE well and truly said goodbye to the summer we look back at what has taken place over the last few months in this issue of *Island Rail News*.

There were many varied events held at Havenstreet over the summer period, keeping staff and volunteers at the Railway very busy. All reported by Liz Tagart on page 8.

Saying goodbye to locomotive *Calbourne*, although only temporarily, took place at the Four Island Classes event in September. *Calbourne* is now out of service for a major overhaul. We look forward to welcoming her back resplendent in a new livery.

A welcome will also be extended, at the beginning of December, to our new General Manager, Steve Backhouse. In this magazine you can read how his past experience will enable him to fit very nicely into our Railway.

The Railway has, for the moment, said goodbye to plans to extend the steam service into Ryde St John's Road station. The reasons for this can be found on page 6. Alongside this report are details of the huge investment being made into Island Line which will be welcomed by many.

In this issue we have a progress report on the Oldbury carriage IWR First 21 which is being worked on in the Carriage & Wagon workshops. When it is fully restored it will join its companion Oldbury IWR Composite 10, which has just been passed fit for traffic. Photographs of IWR 10 on its first in-traffic run are shown in the C&W workshop files on page 26.

A report of a further visit to the site of Merstone station can be found on page 27. This follows on from our *From the Archives* feature and the article describing an archaeological dig on the site in IRN 83.

The *From the Archives* spotlight this time falls on Cement Mills Halt, which was one of the smallest stations on the Island. Further along the line at the time when Cement Mills Halt was in use were Mill Hill and Cowes stations. On page 38 Bob Barton recalls growing up alongside the railway between these stations.

More welcomes and goodbyes can be found in Alan Paterson's account of tube stock travelling to and from the Island during the late-1980s and early 1990s. Where will the next part of the tale take us?

Members who receive their copy of *IRN* in the post will find a reprint of an article regarding *Calbourne* published in Issue 496 of *Steam Railway* magazine. A fitting tribute!

Mike Lambert Managing Editor

The Isle of Wight Railway Company Ltd

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Allen Atley

Roger Silsbury

Geoff Purdue

Roger Fruen and Malcolm McCree

Gary Wragg

Museum Mentor



ISLE OF  
WIGHT  
STEAM  
RAILWAY



Front cover photograph:  
O2 Class W24 Calbourne operating during the final weekend of September. The graffiti, which was applied by Toby Jennings of Steam Railway magazine, was exactly as chalked onto W27 Merstone on the last day of steam in 1966.  
Roger Millward

Back cover photograph:  
W24 Calbourne again seen with Ivatt 41313 during the Four Island Classes event held over that weekend.  
John Faulkner



## "It has been challenging but hugely rewarding!"

Says Peter Taylor of his period as Acting General Manager

### Year to date performance

As I write this on the first non-operating day since 21 June I can reflect on what has been a very satisfactory season; as covered in Liz Taggart's Special Events Report we had a number of very successful events throughout the summer (see queue on the right) and the weather was kind to us, particularly during the key month of August.

Although overall visitor numbers are slightly down compared with 2018, this has not dented our income because the reduced footfall has been more than offset by a modest fares increase at the start of the season which has resulted in a very healthy revenue uplift compared with last year. Income from our catering activities is also ahead, which suggests our visitors are staying on site longer and enjoying an extra cup of tea or an ice-cream.

### Looking to the future

Having reflected on the season now heading towards its close, we have now turned our attention

to planning our operating calendar for 2020. It is important to do this as early as possible so that marketing and advertising material can be prepared in good time for the start of next year and our managers can plan to provide the necessary staff and rolling stock to deliver the required services.

We are also thinking ahead to 2021 which will mark the 50th anniversary of the Railway being established at Havenstreet. A number of special events are being planned to celebrate this milestone, so watch this space for further details.

### Show field barn

It has been a long-held ambition to provide a permanent storage facility in our show field that could double-up as a venue for events. I am therefore pleased to report that we have been awarded a grant of £116,000 from the European Agricultural Fund for Rural Development towards achieving this. It will enable the Railway to construct a 360 square metre barn in Havenstreet's show field, the venue of a range of events including

the Island Steam Show, 1940s Experience, Island Real Ale Festival and Island Motor Show. The total cost of the project will be close to £330,000 and will provide a substantial all-weather space for events and a variety of functions.

The building has now been ordered and construction is due to start early in the new year, with the aim of being completed by next May in time for the Real Ale Festival.

### Appointment of new General Manager

I am pleased to report a most satisfactory outcome in our search for Peter Vail's successor. Steve Backhouse will be taking up his appointment during the first week of December and opposite, you will find a short article introducing Steve and giving an insight into his background. I know he is looking forward to joining us and I wish him every success for the future.

From a personal perspective, I have thoroughly enjoyed my time as Acting General Manager; it has been challenging at times but also hugely

rewarding and given me a broader perspective of the challenges facing the Railway. I would like to put on record my thanks to the management team, staff and volunteers for their support without which the job would have been much more difficult.

### Other staffing news

It is with some regret that I have to report that Tim Lee, who was employed three days-per-week as an Estates Assistant, handed in his notice and left the Railway's employment in mid-October. Tim started with us in June 2018 and during his time with us he gained a reputation as a skilled worker who got things done. His contribution to the Railway will be missed. Tim is returning to



Tim Lee replacing the foot crossing timbers at Havenstreet.

Stuart Duddy

being self-employed and we wish him well for the future.

### Volunteering

Elsewhere in this edition you will find the second report from Isaac Farnbank about the youth group. This throws down the challenge to consider ways to retain the energy, commitment and interest of our younger volunteers – something that the Railway needs to take seriously. It reminded me of a salient quote from Phil Brown, Locomotive Manager at the Ffestiniog and Welsh Highland Railways about young volunteers: "There is a keen pool of talent out there who are interested in running heritage railways – make sure they don't get lost in heritage ways of doing things". Point well taken. 🚂



The queue for tickets to the 1940s Experience in early-July. John Faulkner

## New General Manager appointment announced

FOLLOWING an extensive recruitment process, Chairman Peter Conway announced in early-September that a new General Manager has been named.

Steve Backhouse will replace Peter Taylor, who has been fulfilling the role in an acting capacity since our General Manager of 14 years, Peter Vail, stepped down at the end of June. It is anticipated that Steve will join us on Friday 6 December and that Peter Taylor will re-join the board early in the new year.

Steve has a background in travel and tourism. He will be joining us from Lakeland Arts, a Cumbria-based arts and heritage charity which, in common with the Isle of Wight Steam Railway, has accredited museum status. As General Manager of three museums and galleries in the Lake District, Steve has first-hand experience of running successful attractions where he was focused on improving the visitor experience, paying particular attention to the

presentation of the sites and the training of staff and volunteers.

Prior to joining Lakeland Arts Steve held several senior positions at long-established HF Holidays, a not-for-profit co-operative specialising in walking and outdoor holidays in five continents.

Growing up just across the Solent in Gosport, the IWSR was Steve's 'local' heritage line and regular visits cemented a life-long fascination with the Island's railways. After undertaking work experience at the Railway, Steve moved away to study at the University of Nottingham and then further northwards to Cumbria, thus limiting his opportunities to be involved. Nevertheless, he kept in touch as a member and followed the Railway's development through the pages of IRN. A small piece of the Isle of Wight lived in Cumbria in the form of Steve's 00 gauge model of Ventnor and Wroxall stations.

Steve will bring his enthusiasm and relevant background experience to the Railway, taking us to the next level. He will be relocating to the Island, with his wife and daughter expected to follow in the new year when the necessary house move and new school arrangements have been made. Although he won't be joining us formally until early-December Steve will endeavour to get to know some of us beforehand and hopes to visit and attend any important forthcoming events when time and distance permit.

We look forward greatly to welcoming Steve and working with him. 🚂



Steve Backhouse

## News from the Boardroom

Compiled by Iain Whitlam, Company Secretary

■ Safety considerations can range from following up Safety Management System actions, such as smartening our competency record keeping systems (harmonising various previously used sets of records into a single system), to following up new items. Prompted by

the tragic deaths near Port Talbot of two permanent way staff, we are reviewing look-out arrangements when people are working on and about the track when wearing ear defenders (in conjunction with using machinery). We are also re-assessing clearances with respect to people leaning

out of windows, in the light of a fatality near Balham in south London where a passenger struck a lineside structure.

■ Much effort has been given to the precise requirements for a barn planned for the events field at Havenstreet, to

be a permanent building to supersede the large marquee used for events. This should facilitate setting up and clearing away after events, and also give additional scope for its use during autumn and winter months when the weather restricts what can be achieved with a marquee.

■ Island-based firm Graham Attrill has started drainage work along the south boundary of Wootton station and car park to reduce problems coping with surface water at the platform. This work has been possible following the recent exchange of a parcel of land along this boundary. 🚂



## John Woodhams Vintage Tours

Tours by vintage motor coach, featuring our blend of steam railways, industrial heritage and comfortable hotels.

### Yorkshire Moors and Dales

7th June, 6 days



Touring by vintage half cab coach, including North Yorkshire Moors & Wensleydale Railways, Fountains Abbey plus a brewery visit. Tour commences at York.

### The Potteries and Foxfield Gala

17th July, 6 days

Discover the heritage of the Potteries region, including the Foxfield Railway's Gala event, with freight trains working its fearsome gradients.

### Statfold Gala and Midlands Miscellany

10th September, 6 days



The highlight of our tour is the remarkable Statfold Barn Railway's Road & Ale event, but we also include the Great Central, a bell foundry, delightful watermill, and a canal cruise, touring with one of our own vintage Bedford coaches.

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THE RECENTLY announced £26M investment in Island Line (see opposite) sadly did not include any provision for Isle of Wight Steam Railway services to extend into Ryde St John's Road and we conclude that Smallbrook Junction will remain our eastern terminus for the time being.

The Railway has held a long-term ambition to return our steam-hauled trains into Ryde St John's Road, as stated in our Strategic Vision document and when South West Trains (Stagecoach plc) held the Island Line franchise, discussions about operating into Ryde were well advanced. These halted when the South Western rail franchise was awarded to South Western Railway, owned by First Group/MTR.

Speaking about the future of Island Line back in 2015, the then Rail Minister Claire Perry MP made it clear that the line needed to become 'more sustainable'. In responding to the consultation document initiated by South Western Railway (SWR), after it won the franchise in August 2017, the Steam Railway submitted a business plan which ticked the boxes of sustainability, potential cost savings and revenue growth for Island Line.

Initial discussions between the Railway and SWR were positive and it

## Aspirations to reach Ryde St John's Road derailed

was believed that a solution to return steam trains to Ryde St John's Road was feasible. Perceived benefits were the potential to increase passenger numbers on both railways by having the two operating alongside one another and also economic benefit to the St John's area of Ryde, (a deprived Council ward) and to the town of Ryde in general. Towns that have a heritage railway either passing through or terminating see significant local economic benefits. The latest to experience this positive impact is Broadway, Worcestershire,

which has recently become the new northern terminus of the Gloucestershire Warwickshire Railway. It is estimated that the annual 115,000 visitors to our Railway generate economic benefit to the Island of £5M.

Extensive negotiations took place with SWR but its vision for the Island Line operation was significantly different from that of the previous franchisee. The Railway was finally offered the opportunity to run its trains on the western track (the current Up line) between Smallbrook Junction and Ryde St John's Road with trains being

'topped and tailed' (i.e. with a locomotive at each end of the train). However, this was considered not to be practical nor cost-effective. There were also other considerations which become relevant when heritage railway rolling stock moves onto the national network, potentially including the significant expense of installing additional safety equipment on locomotives and carriages to satisfy the requirements of the Office of Rail and Road.

We also explored the possibility of building our own station in the car park

at Ryde St John's Road, but again this would also have proved both problematic and expensive.

Finally, SWR advised us of the costs which we would be required to pay to create the separation between the two railways and the associated infrastructure changes. These were prohibitive. At this point, we had no option other than to withdraw from further discussions.

Our Chairman Peter Conway said of our efforts "We examined all the options to fulfil our long-held objective and return steam trains back into Ryde St John's but, in the end, regulatory concerns and the costs involved made the project unsustainable. Our ambition remains to return steam-hauled trains to Ryde at some point in the future but it is unlikely to be within the term of the current South Western Railway franchise."

Notwithstanding this, the Railway welcomes the investment of £26M to fund improvements to Island Line which will help secure its future. Our existing interchange at Smallbrook Junction will continue to provide public transport links with Island Line and onward connections to the mainland and we look forward to working with SWR to develop and promote joint marketing opportunities to our mutual benefit. 🚂



Units 004 and 008 passing each other at Ryde St John's Road station on 21 June 2018. John Faulkner



A1/x W11 departs Smallbrook Junction with a goods train during a photographic charter on 27 April 2019 as Ryde-bound Island Line unit 483 004 passes through. Stuart Duddy

## £51m investment announced for the Ryde to Shanklin line

IN ADDITION to £25m to be spent by Network Rail, much of it on refurbishing Ryde Pier, a £26m package of investment in the run-down Island Line railway was unveiled by the government in mid-September. Island Line, which runs services along the 8½ mile line between Ryde Pier Head and Shanklin, currently uses former London Underground trains built by Metro-Cammell in 1938. At 81 years old, these are the oldest trains in regular service on the national network.

The plans, announced by Rail Minister Chris

Heaton-Harris MP during a visit to Brading station on 16 September, include replacing the existing Class 483 units with more modern London Underground trains which formerly ran on the District Line. A total of five, two-car replacement trains will be converted and supplied by Stratford-upon-Avon-based Vivarail. In common with the present system, DC power will be drawn from a conductor rail.

The new Class 484 trains will provide more capacity, improved accessibility, passenger information systems and wi-fi. The two-carriage trains will also

have connecting gangways, allowing guards to move freely throughout the train to improve revenue collection and protection, as well as to provide passenger assistance.

In addition to power supply enhancements and extensive track improvements, infrastructure upgrade plans include a new passing loop at Brading, the approximate mid-point along the line. This will allow Island Line to operate a half-hourly frequency service so as to connect with Wightlink's catamaran service linking Ryde Pier and Portsmouth.



An impression of a new Class 484 train destined for the Island. Courtesy of Vivarail



What could have been, and may be possible at some point in the future, but with the new rolling stock now destined for Island Line. From a painting by Matthew Cousins.



The old order changeth. A Down train departs Smallbrook Junction bound for Shanklin, 1 June 2013. Stuart Duddy

South Western Railway, current holders of the rail franchise which includes Island Line, anticipates that the first train will be tested on the line early next summer. Track improvement works are expected to follow during the winter of 2020/21 and these are likely to necessitate the closure of the line for several weeks.

The upgrades are being paid for by the Department for Transport (DfT), with £1m for Brading's new passing loop coming jointly from Isle of Wight Council and Solent Local Enterprise Partnership.

Ironically, the announcement came just days after Island Line bosses said that it would be reducing its services to hourly because of a lack of serviceable rolling stock.

The upgrading of Island Line rolling stock and infrastructure followed the submission of a costed option by South

Western Railway to the DfT which, in turn, followed an initial stakeholder consultation process in autumn 2017. Feedback from that consultation was then considered by the Island Forum, made up of stakeholders including: IW Community Rail Partnership, the IW Steam Railway, the IW Bus and Rail Users Group, Southern Vectis, the pressure group Keep Island Line in Franchise, Wightlink and Hovertravel, with detailed proposals reported back to a steering group.

From the perspective of the Steam Railway, it is regrettable that our extensive engagement in the process did not yield a more favourable outcome and that our desire to return steam trains to Ryde, for the benefit not only of ourselves but also of Island Line and the wider community, will not be fulfilled for the time being. 🚂



# All the Special SUMMER Events

Described by Events Officer **Liz Tagart**



All pictures on this page taken during the 1940s Experience weekend.  
John Faulkner

THE EVER-POPULAR **1940s EXPERIENCE** was held in its usual slot over the first weekend in July. The event continues to evolve with changes and improvements to the layout. The street scene remained but it led this year to an open village green, on which the ENSA (Entertainments National Service Association) stage was the focal point and

Island Steam Show. We also saw the return of *Company B*, Hannah Pereira and Steve Howell who entertained visitors with music from the era, and Thomas Benjamin Wild Esq with his ukulele.

The lunchtime pause in the train service provides a great opportunity to use Havenstreet's platform for a fashion show. Staged by *House of Foxy* and using re-enactors involved in the event, this show demonstrated how women could dress smartly during the 1940s, despite the prevailing austerity conditions. During the fashion parade on the Saturday we were treated to a fly-past by a Spitfire from the RAF's Battle of Britain Memorial Flight. Requested through RAF Coningsby many months previously, the fly-past was confirmed a few days before the event. The iconic aircraft appeared from the north, seemingly skimming the trees at the back of the events field, and passed overhead before disappearing briefly and then returning to perform two more low-level flypasts. The sight and sound of the Spitfire was just awesome. Commercial Manager Richard Hale was delighted when the pilot called on

which could be seen by visitors entering the events field. Improvements to our street scene included changes to the garage with a mural depicting a garage workshop on the inside and a homemade petrol pump which looked just the part. We also made changes to the entertainment programme this year and welcomed local dance groups *Now That's Jive* and *Old Time Rags* which appeared during last year's



the following Monday, just to check that it all looked good from the ground. He certainly need not have worried on that score.

In common with the Island Steam Show, a large number of exhibitors camp onsite and we endeavour to encourage them to spend the Friday and Saturday evening in the beer tent and we do this by providing entertainment. The Friday evening saw a 1940s quiz and, of course, our welcome

meeting which covered the last minute event details for our exhibitors. The following evening saw a mixture of the entertainment that had been performed for our visitors during the day. This was well received.

I am delighted to report that this year's event saw a significant increase in both ticket revenue and visitor numbers and with all the profit being ploughed back into the Railway it's a fun way to raise funds. ■



Some of the cars seen at the annual Motor Show. John Faulkner

We hosted the annual **ISLE OF WIGHT MOTOR SHOW** over the weekend of 13 & 14 July. Arranged by the IW Motor Traders Association, there was a large array of new vehicles from all the main Island dealerships and visitors were able to view and compare different makes and models of cars on just one site. A sign of the times, no doubt, but the large number of electric and hybrid cars on display was especially noticeable this year. ■

Our sixth **REAL ALE TRAIN** was held on Saturday 20 July. With our usual bars at Ashey, Wootton and Havenstreet, the event was enjoyed by our regular team of staff and those who enjoy drinking good beer too. Entertainment was provided by *Jukebox Jazz*. ■



A glorious evening at Ashey while enjoying a glass of real ale on 20 July. John Faulkner

**THE RAILWAY FOLK** rode into town at the end of July for a cowboy-themed event. There was, of course, the 'Great Train Robbery' which saw Bert the Engine Driver tied up and thrown into the brake van by masked villains riding inflatable horses. As with all good cowboy films Derek the Sheriff made the arrests only to discover he had arrested the wrong people, and the real culprit came to light only during the court scene when Judge Greg (aka Greg Chapman) conducted the trial and it was discovered that Mr Beeching was, in fact, the true perpetrator of the robbery.



Mr Beeching receives his sentence. John Faulkner



The Railway Folk enjoying the miniature train. John Faulkner

Having been found guilty, His Honour showed no mercy in passing sentence – a soaking under the water tower – something which everyone – adults, children and staff – enjoy watching!

At this year's event, children could collect pretend dollar bills from the various Railway Folk characters, having first greeted them by saying "Howdy Pardner". Entertainment included a large wild-west themed bouncy inflatable and, for the first time, the opportunity to try archery, which was set up at the lower end of the field. ■

Our annual **ISLAND STEAM SHOW** was held over the August bank holiday weekend ... and wow – what an event it turned out to be, with four days of wall-to-wall sunshine. Visitor numbers were high and ticket revenue beat all previous records.

The physical set up for the event usually starts eight days before the opening day. The arrival of the beer tent heralds the start of the process with the marquee then being used as a base from which to work. However, I returned from annual leave seven days before the event to discover that the marquee had not arrived. Knowing that this would hinder the set-up, and more than a little concerned, I immediately contacted the supplier who apologetically confessed that they would be unable to install it until the Monday – just four days before our largest annual event was due to start.

However, not to be beaten, the steam team pulled out all the stops and by the time we had our pre-event meeting on the Tuesday evening we were almost back on track.

Our arena acts this year saw a return for *Reel Stunts in Action*, and a new attraction named *The Hogg Show*, which follows a similar format to the *Sheep Show* but features pigs instead. We altered the programme schedule slightly this year by staging the silly traction engine games before the grand parade and this seemed to work better. Our collection of steam exhibits this year was the best we have seen for a number of years, despite the Great Dorset Steam Fair falling on the same weekend.

This year saw a change to our fairground. Showman James Horton

The gathering of traction engines and their drivers was the best for many years.  
John Faulkner





Crowds at Havenstreet station during the Island Steam Show. John Faulkner

has supported the Island Steam Show for many years but with other mainland commitments he was unable to attend this year. However, on James' recommendation, we welcomed gallopers from the stable of Brett Graham, who was supported by our other regular showmen. We welcomed back Mr Alexander and Greg Chapman to the comedy stage and as well as the usual variety of stalls and crafts there was a display from the Portafold Caravan Club.

I think it is safe to say that our 45th Island Steam Show was a great success, and despite the challenging set-up complications it certainly raised a significant profit for the Railway. ■

The annual **MORRIS MINOR RALLY** took place on Sunday 1 September. The event, staged by the Isle of Wight Morris Minor Owners Club continues to be popular and attracts plenty of visitors. It also requires very little input from ourselves. ■



A unique Morris Minor on show. John Faulkner

**HERITAGE OPEN DAYS** is a national initiative designed to generate greater engagement with our country's history and we have participated for many years. This year the event was extended to include both the second and third weekends in September. We offered free entry to Havenstreet station throughout both weekends, together with guided workshop tours. ■

The **MIXED TRACTION** event was conceived when it was thought that a BR Class 73 would be visiting the Railway. Sadly, the practicalities of shipping the electro-diesel across the Solent proved too problematic but, nevertheless, a scaled-back event was staged. In recent years when we have brought visiting diesel locomotives across to the Island, namely Class 03s and a Class 33, visitor numbers have not been great, and we have struggled to generate sufficient revenue to offset the high costs associated



D2059 and brake van during the Mixed Traction event. John Faulkner

with transporting the diesels. For this year's event we decided to use the home-based fleet, but do something a little different. However, you know what they say about the best laid plans! We ended up operating a standard two-train steam-hauled service and used D2059 to power brake van rides within station limits. Understandably, the event did attract some negative comments on social media from a few hard-core diesel enthusiasts, but it must have appealed to some people because the travel income for the weekend was the highest for any diesel event we have had. ■

The **CIDER & CHEESE WEEKEND** never ceases to amaze. We changed the layout in the marquee and had a slightly larger cheese counter at the opposite end from the cider bar, but even with these improvements we still struggled to keep up with demand. We offered a choice of over

25 cheeses including a good selection from the Island, one wheel of which was kindly sponsored by Briddlesford Farm. Musical entertainment was provided by *The Crew* on the Saturday and by *Bob's Basement Band* and *Witches Promise* on the Sunday. We look forward to next year's event and we are already considering ways we can make the cheese counter more efficient. ■

**FOUR ISLAND CLASSES** was the last of this year's three 'train events'. It also provided the final opportunity to see our iconic Adams' 02 Class locomotive W24 *Calbourne* in BR black. The event saw each of our four classes of locomotives in operation together – an 02, an A1/x 'Terrier', an Ivatt 2MT Class and a Hunslet 'Austerity'. There was plenty of locomotive swapping and we ensured that *Calbourne* hauled the last train on each day, thus commemorating the end of BR steam on the



The Crew performing at the Cider and Cheese event. John Faulkner

1966. We're pleased to say that the other original headboard that was carried on the lamp irons above the locomotive buffer beam and which appears in many photographs taken on that day almost 53 years ago did make an appearance, as can be seen on the right.

Four Island Classes was an event inspired by our former General Manager Peter Vail. Admittedly, it was a 'nice-to-do' event as opposed to being a big money-making commercial event, but visitor numbers were reasonable and there were plenty of favourable comments.

As services on the Sunday drew to a close and W24 returned to Havenstreet I spied a few people wiping a tear from their eye as she shunted round to Goosefield Sidings where her fire was thrown out. ■



W24 Calbourne carrying the 'Farewell to Steam' headboards on 28 September. John Faulkner

## The Cosy Dining Pub Christmas menus available from Monday 2nd December until Christmas Eve (excluding Sundays)



Book early to avoid disappointment.  
Lunch and dinner menus  
available, pre-order only.  
Open for drinks on Christmas Day,  
12 noon until 2.00pm.



Contact your hosts John and Anne-Marie Deegan  
for more information on

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**White Hart Inn**  
Main Road ~ Havenstreet



THE MUSEUM GALLERY refresh has continued with most work being behind the scenes. With the Railway open daily during the main holiday season it has not been possible to undertake any work in the gallery other than routine cleaning and any essential maintenance. The dehumidifier has been relocated to a position next to the emergency exit so that it does not obscure the new timeline; unfortunately, the old machine became terminally ill and has been replaced with a more modern unit. A polite notice asks people not to tamper with the controls, but some inquisitive little fingers have resulted in the machine being found turned off on a couple of occasions. As part of Phases 2 and 3 of the refreshment, to be undertaken during this coming winter, it had been planned that a new replacement display cabinet would be made by one of our C&W colleagues. Unfortunately, this project may have to be delayed until winter 2020/1.

As reported previously, Train Story now comes within the wider Museum & Archives Department. I am grateful to Chris Tagart for seeing through several projects with which he was involved; Chris will continue to be involved as required. One of the interactive screens that concerns locomotives became defective and required replacing. The new screen was a slightly different size and the supporting frame required modification to suit; again thanks go to our C&W colleagues for their assistance. On a very positive note, the signal lever controlling the semaphore home signal above the exit door of Hall 2 is proving very popular with children (and adults!) of all ages. The Ryde Pier Head platform indicator mounted below the signal is not yet operational – we’re still seeking a suitably robust electrical system to allow its operation. The project to display several enamel running-in boards on the exterior wall of Hall 1 has not proceeded as quickly as planned, although preparation of the frames on which to mount them has continued and it is hoped that the boards will be hung this winter.

During a rare day away from the Railway, on 26 July, Richard Flux and I operated a stall at one of the Ventnor Fringe events. Entitled ‘Lift the Lid’, we provided a box containing several items of a railway nature into which participants were invited to reach. Having pulled out an item we then explained what it was and its use. A useful number of publicity leaflets were handed out which, hopefully, attracted some visitors to Havenstreet. There continues to be a steady number of acquisitions and I am extremely grateful to all those donors who entrust material to our various archives. Whether large or small, every item helps to expand the collections for the benefit of future



John and Sue Attrill admire the Ventnor station bench which they donated and which has been refurbished by the Havenstreet station maintenance team.  
Charlotte Trzebska/IWSR Archive

generations. Generally, items such as paperwork, tickets and photographs are not suitable to be placed on display but they enhance the resource available to bona fide researchers as well as offering the opportunity to produce articles for books and magazines. One recent example has been to provide illustrations for Richard Long’s book *Ryde Rail* which was able to draw on images donated by Dr John Mackett. Whilst it is invidious to single out one particular donor from all those generous enough to donate, I must thank Howard Rowley for giving us the bunker number plate from the E1 Class locomotive W4 *Wroxall*. This has had most of the paint removed at some stage, with just remaining vestiges of red against the raised edge. This is one of the bunker plates which had the words ‘Southern Railway’ chiselled off shortly after Nationalisation. Other notable donations include scanned extracts from the LSWR Locomotive Register covering engines transferred to the Island, a Robert Stephenson & Co Ltd builder’s drawing of a class of four 0-6-0Ts built in the 1880s which included the contractor’s locomotive *Freshwater*, and a 70H smokebox shed plate. This latter was donated by Glenn Roofthoof who attended the Four Island Classes gala on 28 September and who also brought a replica headboard ‘Farewell to IOW Steam’ which he made following the appeal in *IRN* 83 – the original had hung on his bedroom wall until thrown out by his mother as ‘a piece of useless junk’! Fortunately, the other headboard carried by W14 *Fishbourne* and other engines on 31 December 1966 survived and was generously loaned for the gala by its owner, Derek Spicer. Glenn’s 70H plate was carried on *Calbourne* on the Sunday of the gala (see *Andrew Summer’s report on page 33*).

As part of assessing material in our collection, anything that has no relevance to our collections policy is being identified and put to one side. As an Accredited Museum, the first action is to offer such material to other appropriate accredited museums and this is a two-way process that has seen the IWSR receive Isle of Wight items in return. A limited amount has been placed with a reputable railwayana auction house, but a large quantity has been offered for sale at special events at Havenstreet and in excess of £3,000 has been raised. This money is being reinvested in our collections, both for carefully selected purchases and for archival-standard storage. My extremely grateful thanks are given to Derek Bishop and Mike Willis for sorting, displaying and manning the stands. If any members feel able to assist Derek and Mike at future events, please contact me c/o the Railway. 🚂



The cast Isle of Wight Railway trespass sign donated by the erstwhile Winchcombe Railway Museum (mentioned in *IRN* 83, p19), seen on display there. Thanks to Malcolm Hector for collecting and bringing it back to the Island. Mike Marr, Winchcombe Railway Museum/IWSR Archive

Roger Silsbury (right) accepts the bunker plate from W4 *Wroxall* from Howard Rowley on 26 September. IWSR Archive



# Rail infrastructure update

## Operations round-up from Rail Infrastructure Foreman Pete Corby

APART FROM the very hot few days in the middle of July, a summer quarter of reasonable weather enabled the usual round of maintenance tasks to be undertaken. Cutting back around the stations and crossings kept everyone occupied, along with a trip to Ashey Road (Long Arch) bridge to give the drainage ditch its annual clear out.

Some Kango packing was also carried out when staff levels allowed, although this was mostly confined to the odd isolated joint and short stretches of track. Minor crossing repairs, and the installation of a new gate at Forest crossing, have also been carried out.

The lattice post of the Wootton Down Distant signal has been given a good clean and a sparkling new coat of paint and the wooden arm has also received some new coats of yellow and black paint.

There were three working weekends during the period under review, the traditionally blank early-September weekend

being requested by gang members not involved in the Island Steam Show. The Saturday of the July weekend saw a quantity of new sleepers installed into the line between Deacons Lane bridge and Ashey station, including some at the now-closed Irongates crossing which enabled the recovery of some of the check rail chairs. After recent problems acquiring softwood sleepers, a quantity of competitively priced hardwood ones were purchased for this work. The following day, a swathe in the undergrowth, six foot

either side of the track, was cut between Rowlands Lane bridge and Havenstreet’s Down Outer Home signal, it being widened in the appropriate place to ensure clear sighting of the signal.

In August, the check rails etc. recovered earlier from the Irongates site were used to replace those at Forest crossing along the Wootton section. The replacement rails are to a better design than the original ones, having the correct bend in them to suit the CCR/CCL chairs which were also fitted. The following day saw a smaller gang undertaking some cutting back around Guildford Farm crossing.

During September’s bonus working weekend, a further round of sleeper changing was followed the next day by the cutting of the embankment between Packsfield crossing and Wootton station (known by some as ‘Bob’s Bank’).



The July working party undertaking sleeper replacement near Deacons Lane bridge. John Faulkner



The repainted Wootton Down Distant signal. Stuart Duddy



Hunslet ‘Austerity’ 198 Royal Engineer seen during the Four Island Classes event over the final weekend of September. Roger Millward



# Wootton project update



A new goods siding leading to the goods shed will diverge from the loop on the left and run parallel to and just inside our current boundary fence. The goods shed itself will straddle our existing land and the newly acquired strip the other side of the fence. *John Faulkner*



The contractor's excavator working behind the station building, preparing the ground for laying the drains, seen on 1 October. *Simon Futcher*

the internal layout of the building, which will tell the history of goods traffic on the Island. We are also looking at possible locations for a small catering facility and a short second platform, capable of taking Ryde Pier Tram Car 2 and its trailer No 10, or a locomotive and the Ventnor West push-pull set 484.

Unfortunately, there was a delay to the essential drainage works required on the southern boundary of the station, but these finally started at the end of September. The two wooden staircases leading to the signal box locking room have now been installed.

It has always been the intention that Wootton will become a block post, with full signalling in the style of the Isle of Wight Central Railway. This will mean that more than one train can be in the station at a time, making for far more interesting operation. Planning for this is now under way. 🚂

FOLLOWING the news announced in the last edition of *IRN* that we have acquired a strip of land alongside the Railway's northern boundary at Wootton, our planning consultant is now preparing an application for planning permission for the proposed goods shed. Our Museum & Archives Department colleagues are starting to consider



The new staircase at the side of Wootton signal box which gives access to the locking room. *Simon Futcher*



The Ventnor West Up Home signals at the approach to the station. We hope that the Wootton Inner Home signals will replicate this.

## APPEAL NEWS



### WOOTTON APPEAL

YOU CAN READ on the left in this edition about the progress being made with the Wootton project. Fund-raising has been going well over the summer and the total now stands at over £70,000. However, we will need much more than this if we're to carry out all our exciting plans, so please make every effort

to sell the two books of annual draw tickets enclosed with the previous *IRN*. Just a little effort from everyone will make a huge difference! Please also see the enclosed letter from our Chairman and remember that the completed counterfoils need to be back with us by Tuesday 10 December. 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

AS CAN BE SEEN from the C&W Workshop Files, steady progress is now being made with the second SECR carriage, Composite 6375. Fund-raising for the SECR carriages project has now passed the £180,000 mark. Donations to return these historic carriages to service as soon as possible are still very welcome as we are going to need over £200,000. If you wish to contribute online, the web address is:

<http://www.iwsteamrailway.co.uk/make-a-donation.aspx> 🚂

## Network Rail Chief visits Havenstreet

On 2 AUGUST, almost one year to the day since Network Rail Chairman Sir Peter Hendy CBE visited the Isle of Wight Steam Railway, we were delighted to host a visit by Andrew Haines OBE, Network Rail's Chief Executive. Appointed to the post in November 2018, Andrew had previously been Chief Executive of the Civil Aviation Authority but, prior to that, he had a wide-ranging career in the rail industry, which included managing director of South West Trains, and then as MD of the Rail Division for First Group plc.

Andrew visited the Railway with five members

of his team which included Business Manager Henry Bates. Andrew and Henry had an hour-long meeting with several members of the board and management team, discussing our aspirations to operate trains into Ryde St John's Road. However, as can be read elsewhere in this edition, regulatory hurdles and the cost of infrastructure changes which we were expected to fund mean that we will have to be patient if our

strategic objectives are to be fulfilled.

Following a tour of the Railway the party departed for a visit to the Island Line depot at Ryde St John's Road. 🚂



Andrew Haines on the footplate of *Royal Engineer*. *John Faulkner*

## 200 Club Draw

The results for the September 2019 draw are as follows:

**1st Prize: £350**  
**Helen Oattes, Abbots Langley, Hertfordshire (No 271)**  
**2nd Prize: £150**  
**Alan Curtis, Eltham, London (No 152)**  
**3rd Prize: £75**  
**Doug Fairhurst, Enfield, Middlesex (No 174)**

*Congratulations to the winners and many thanks to all members who continue to support the Railway in this way.* 🚂

## Our Grateful Thanks

go to the following members who have made donations in the past few months:

Mr D Atkins, Mr J Bell, Mrs W Berry, Mr A Birtles, Mr G Bixley, Mr I Bowley, Mr C Brading, Mr J S F Carpenter, Mr P Dennison, Mr S Dymot, Mr M Edwards, Mr S Ellerman, Mr J Faulkner, Mr D Glenn, Mr G Donne, Mr J Hulse, Mr R Jones, Mr M Kennard, Mr D Kinder, Mr A Paterson, Mr J Purkiss, Mr P Rees, Mr B Stay, Mr J Summersell, Mr G Titterington, Mr R White and Mr B Wilson.

Donations have been received from The Jaguar Enthusiasts Club IOW Branch and in memory of the late Jim Lock and we have also received legacies from the estates of Dr D Pearson and Mr R A Castle.

Finally, we would like to thank all those members who have made donations when renewing their subscriptions and also those who continue to support the SECR Carriages, Wootton, Oldbury, Ryde Pier Tram and *Invincible* appeals.

**Linda Walker & Sean Maxfield** *Finance Managers* 🚂

## ADVERTISE IN ISLAND RAIL NEWS

ISLAND RAIL NEWS is mailed and sold to 1700+ readers around the world four times a year. If you would like to place an advertisement in the magazine please contact the Editor for details, via the Railway at Havenstreet Station on **01983 882204** or email [irn@iwsteamrailway.co.uk](mailto:irn@iwsteamrailway.co.uk)

Rates for advertising in *Island Rail News*:

**Eighth page: £15**  
**Quarter page: £30**  
**Half page: £55**  
**Full page: £95**

Rates are for full colour advertisements which can be made up from text and pictures supplied if required.





## From the Traffic Office

An operations update from **Clive Miller**, Operating Manager

**A1/x W11 with a six 4-wheeled carriage set on 6 July during the 1940s Experience event.**

*John Faulkner*

MOST DAYS during the opening week of July saw our core train set reduced from five to four bogie carriages as the LBSCR vehicles underwent 'B' exams. 'B' exams occur at 3,250 - 3,750 mile intervals, which equates to approximately every 65 operating days for the bogie carriages. Less-frequent usage of the 4-wheeled carriages means that they require 'B' exams only annually.

Glorious weather heralded the opening day of this year's 1940s Experience, staged on 6 and 7 July. Our two available Island heritage locomotives, W24 *Calbourne* and W11, were performing, hauling a five-coach bogie set and a six 4-wheeled carriage set respectively, with an extended two-train timetable. Despite the heat, visitor numbers were high, with many on the Saturday perhaps drawn by the prospect of a flypast by a Spitfire from the Battle of Britain Memorial Flight. After a period of dry weather, overnight rain created challenging railhead conditions on the Sunday. Regrettably, a signal passed at danger (SPAD) incident occurred when W24 slipped several feet past the ground signal at Wootton which controls movements from the round loop onto the single line. The SPAD was notified to the Office of Rail and Road. No infrastructure damage occurred.

**Below: W24 *Calbourne* rescuing diesel BR Class 03 D2059 and its train on 16 July.**



Planned test trains ran prior to the commencement of published services on both 9 and 10 July in connection with the certification of Oldbury carriage IWR Composite No 10. Trains were hauled by BR Class 03 D2059 and included LBSCR Brake Third 4115. On 9 July two full-line trains were operated, working to Wootton first. The following

morning one full-line test trip was worked, this time to Smallbrook first. Further, unplanned test trains ran during the day on 12 July, operating in the spare path. Two round trips were completed, working to Wootton first.

With the prospect of increased footfall owing to the annual Island Motor Show taking place in the events field at Havenstreet, the Island Heritage Train Day on Sunday 14 July provided the unusual spectacle of A1/x W11 hauling a three-coach train, working to the goods train timetable. For the record the three 4-wheeled carriages were LBSCR Third 2343, LCDR Third 2515 and LBSCR Brake Third 4115.

D2059 was hauling five bogie carriages on a driver training run early on Tuesday 16 July when a fuel pump failure caused the BR Class 03 to stop near Whitefield crossing while en route back to Havenstreet. Fortunately, we had a reliable 128 year old 'Thunderbird' locomotive being prepared for the day's passenger services and so W24 *Calbourne* was duly despatched to recover the train as prescribed by Rule 86. The consequential delay to the start of published trains was no more than a few minutes.

Saturday 20 July saw the operation of our evening Real Ale Trains. As well as the usual three full-line round trips, all of which stopped at Ashy in both directions, an additional round trip to Wootton at the end of the evening meant that visitors were able to make later homeward connections using the No 9 bus service linking Ryde and Newport and which serves Wootton station. 225 passenger journeys were recorded on the evening trains.

With thanks to Chris Tagart and his team, another round of carriage cleaning was undertaken on Wednesday 24 July after our visitors had left for the day. This resulted in the unusual sight of both passenger sets being berthed alongside the platform overnight.

We experienced some operating challenges during the week in which soaring temperatures broke records across the country. Firstly, on 23 July, delays caused by a brake problem on the first Down train of the day resulted in the two train sets operating in opposite paths, with the



**Left: *Calbourne* runs round the train on 16 July at Wootton station.** *John Faulkner*

4-wheeled set being used for the first train to Smallbrook. Later the same day, the inability to clear the Havenstreet Down Inner Home signals necessitated the use of point clips and plugs on both the Up Loop and Down Sidings points at Havenstreet (lever nos 6 and 7). The problem, likely to have been caused by the high temperatures, occurred again the next day. Fortunately, the facing point locks did engage correctly this time, meaning that we didn't have to resort to securing the points with clips and plugs. However, a switch defect affecting the motorised Up Advance Starting signal (No 17), meant that I spent most of the day as a hand-signalman, walking back and forth between the two signals clutching a pair of flags.

An audacious attack occurred at Havenstreet in late-July when four suspicious characters all bearing a resemblance to Mr Beeching robbed the train. You won't be surprised to learn that the chaotic Railway Folk were behind the mayhem, which lasted for three days from Sunday 28 until Tuesday 30 July. Once again, many of The Railway Folk characters are more usually seen fulfilling Operating Department roles, and so thanks go to Malcolm Hector (who returned as 'Max the Guard' this year), Philip Brookes ('Dusty the Station Master'), Tony Barry ('Burt the Engine Driver'), Janet Hawkins ('Penny') and Julian Parker ('Young Nipper'). Other regular Havenstreet volunteers again included Derek Bishop ('Derek the Events Man') and Malcolm McCree ('Tamp the Track Man') whilst Stuart Duddy could be heard over the public address system as one of the event compères. The standard two-train timetable which operated throughout the event satisfied demand although, as is the case during certain special events, the first Down service from Smallbrook Junction which usually runs to Wootton non-stop as 'The Tourist', paused at Havenstreet. The service was degraded on the Monday for an hour or so following a Westinghouse pump problem which affected Hunslet 'Austerity' 198 *Royal Engineer*. After a delayed arrival at Havenstreet of the 11.31 ex-Wootton the locomotive detached from the train and the carriages were shunted into Griffin's Sidings by D2059. The 11.51 Up train from Havenstreet was cancelled, together with the corresponding 12.24 from Smallbrook and 12.42 from Wootton. However, with the pump having been fixed in the meantime, the service had been recovered fully by 13.30, in time for the afternoon departures. We ensured our visitors were kept informed and with a second train in service I was not aware of any grumbles.

D2059 was in action in the Smallbrook section after the end of services on 29 July for the purposes of testing radios.

Facing point lock problems occurred during the afternoon of 5 August, this time affecting the recently replaced Down Loop points at the country end of Havenstreet station. However, train delays were minimal and the problem was resolved after an hour or so. At the end of the same day the decision was taken to remove SECR Brake Third 4149 from the passenger set for attention to its brakes. With the problem apparently fixed, the carriage was reattached to the train before service on 7 August but further problems were encountered, resulting in the carriage being removed and then reattached later in the day having received further attention. The poor guard barely knew whether he was coming or going!

At 14.30 on Thursday 15 August Ivatt 2MT 41298 was failed with dragging brakes. Being a sunny afternoon and fairly quiet from the perspective of visitor numbers, Commercial Manager Richard Hale and I concluded that a one-train service would suffice for the remainder of the day. For the record, the cancelled services were the 14.18 and 15.26 Up departures from Havenstreet, the 14.38 and 15.44 from Smallbrook and the 15.07 from Wootton. Regrettably, to compound our woes, the remaining afternoon services were impacted by a track circuit failure at the country end of Havenstreet station which resulted in delays of up to 28 minutes. ▶



**A1/x W11 waiting at Ashy station.** *John Faulkner*

**Below: A1/x W11 hauling a three-coach train, working to the goods train timetable on 14 July.** *John Faulkner*





A further carriage cleaning session took place during the early-evening on Monday 19 August, with the south side of the bogie set being the focus of attention.

Hauled by D2059, a test train along the full length of the line was operated before passenger services on Wednesday 21 August. This was one element of an assessment process to determine the risks associated with persons leaning out from open carriage windows. The assessment followed a Southwark Crown Court judgement against a mainline train operating company after a passenger suffered fatal head injuries when leaning through an open window of a Class 442 multiple unit as the train passed a signal gantry in south London.

The Island Steam Show, the Railway's largest annual event, was held as usual over the bank holiday weekend from 23 - 26 August. Four days of almost unbroken sunshine attracted plenty of visitors with high temperatures resulting in melting ice cream and melting staff! Operationally, the weekend went well, with 6,934 passenger journeys recorded (2.8% fewer than the 7,133 journeys recorded during the 2018 Show days). We operated our usual intensive two-train timetable with only minimal delays. One noteworthy incident occurred on the Saturday when the single line token for

Havenstreet - Smallbrook Junction section was broken, the brass description plate becoming detached from the steel tablet. Pilotman working was introduced and lasted for just over one hour while our friends in the engineering machine shop effected a permanent repair. The incident provided the opportunity to put into practice the revised pilotman working procedures introduced earlier this year.

Owing to insufficient interest, the Murder Mystery event and associated train service scheduled for the evening of Saturday 7 September (IRN 83, page12) were cancelled. Rostered staff were stood down in good time. Our penultimate Island Heritage Train Day of 2019 occurred on the following day with W11 hauling the heritage goods set.

Above: The two Ivatts at Havenstreet station on 5 September. John Faulkner

Below: A1/x W11 shunting the heritage goods set out of Griffin's sidings on 8 September. John Faulkner



Oldbury IWR Composite No 10 was part of the train on 18 September. John Faulkner

'See the power of steam pitched against diesel locomotion' was how the three-day Mixed Traction Event, from Friday 13 until Sunday 15 September, was marketed. Various working timetables were drafted but the reality was that we operated a standard two-train 'red' timetable with steam haulage on all three days. Brake van rides within Havenstreet station limits, using BR 20T Ballast Plough Brake Van 'Shark' DB993853, were powered by BR Class 03 D2059, although additional resources meant that we were able to operate one brake van ride to Wootton and back on the Saturday. Given the circumstances, I think it fair to say that the winner in the 'steam versus diesel' contest was conclusive!

Wednesday 18 September saw Oldbury carriage IWR Composite No 10 included the 4-wheeled carriage set hauled by W24 Calbourne. The carriage was not available for public use but instead reserved for those who had played a part in its two-and-a-half year restoration. The day was also marked by the failure of Ivatt 41298 by a superheater element problem and the replacement of her services by D2059 from around 11.30 for the remainder of the day.

The Cider and Cheese Weekend on 21 and 22 September saw mixed fortunes. The weather on the Saturday was stunning, but it seemed as though this was summer's final hurrah. The forecasters' predictions of overnight rain were not wrong and autumn arrived just about bang on time.

Four Island Classes was an event held during the final weekend in September which saw Adams 02 W24 Calbourne, A1/x 'Terrier' W11, Hunslet 'Austerity' 198 Royal Engineer and Ivatt 2MT 41313 all in service. As usual, Iain Whitlam devised an interesting timetable which saw the five-carriage bogie set hauled variously by W24, 192 and 41313, a five-carriage Victorian train hauled either by W24 or W11, and a goods train with 198 in charge. Locomotive swaps occurred in both the Up and Down direction, ensuring that there was plenty of activity throughout the two days. Indeed, we heard plenty of favourable comments from visitors.

With this being Calbourne's final weekend in service before the commencement of her major overhaul, and also the final time that she will appear in BR lined black livery for many years, it was fitting that our flagship locomotive should haul the final bogie carriage train on each afternoon. Displaying a Ventnor line headcode, Calbourne was also decorated with one of the original headboards carried on the final day of BR passenger steam services on 31 December 1966, and a replica 'Farewell to Steam' wreath on the centre lamp bracket. Her very last arrival back into Havenstreet on the Sunday was met with a fusillade of detonators. Shortly after, her fire was thrown out. However, unlike the uncertain future at New Year's Eve 1966, we can look forward to W24 returning to service soon, hopefully in early-2021, in late-Southern Railway livery - malachite green with sunshine lettering.

Looking back, the summer of 2019 was, once again, an incredibly busy period for the Railway. 104 consecutive days of operation, from 22 June until 3 October inclusive, saw our stalwart volunteer resources stretched to the limit, especially in September when I seemed to be sending out appeal emails on an almost daily basis. I know that my duty managers and I always try to thank each member of the team at the end of every operating day, but I take this opportunity to place on record the Railway's warmest appreciation to each and every member of the Operating and Locomotive Operating Departments who has contributed to the success of 2019. I've said before, but I'll say it again - it simply wouldn't happen without you, so thank you.

## Training and staffing

I am pleased to report that **Tristan Allen** qualified as a guard assist during July and also that **Chris Hoggett** passed out as a fireman. Living in Belgium, a round trip for Chris involves four ferry journeys - or possibly two ferries and return trip through the Channel Tunnel. Chris is the primary owner of Hunslet 'Austerity' WD196 Errol Lonsdale, now based at Stoomcentrum Maldegem, 10 miles east of Bruges. As well as driving his own locomotive Chris is also a driver on the Belgian national railway network. Having passed out as guard assist earlier in the year (IRN 83), **Mike Carline** qualified as a passenger guard in early-August and was followed by **John Blakemore**, who joined the roster of passenger guards on 20 August.

**Malcolm Hector**'s involvement with the Railway goes back for more than four decades and has covered both operational and commercial aspects, as well as serving as Company Secretary for a number of years. Although Malcolm has remained on the guards' roster he was keen to retrain as signalman, his qualification in this grade having lapsed back in the early-1990s. I am pleased to report, therefore, that Malcolm passed out as signalman on 4 September. **Jonathan Kitcher** re-joined the operating staff earlier this year and has qualified as a porter. Finally, for this period, **Ian Pidgley** passed out as a signalman on 23 September. Ian has been on the guard's roster since 2013 and, indeed, is a commercial guard with South Western Railway. That he quickly understood the principles of railway signalling and the workings of Havenstreet signal box was not a surprise because Ian also volunteers at Romsey signal box. Housed in the former LSWR box, now relocated from its original position alongside the line to an accessible site nearby, Romsey box is a working museum open to the public. 🚦



Tristan Allen



Chris Hoggett



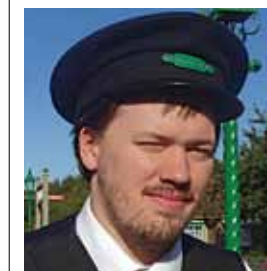
John Blakemore



Malcolm Hector



Jonathan Kitcher



Ian Pidgley



W24 Calbourne seen leaving Havenstreet during the Four Island Classes event over the final weekend in September. John Faulkner

**Traffic figures** The monthly traffic figures for Quarter 3 are shown in the table below.

## Monthly traffic figures for Quarter 3

	Quarter 3 / 2019			Quarter 3 / 2018			
	Number of operating days	Passenger journeys	Average number of passenger journeys per operating day	Number of operating days	Passenger journeys	Average number of passenger journeys per operating day	Passenger journeys percentage variance
<b>July</b>	31	19,191	619	31	17,297	558	10.9%
<b>August</b>	31	25,604	826	31	27,052	873	-5.4%
<b>Sept</b>	30	14,811	494	27	14,259	528	3.8%
<b>TOTAL</b>	<b>92</b>	<b>59,606</b>	<b>648</b>	<b>89</b>	<b>58,608</b>	<b>659</b>	<b>1.7%</b>

Operating data refer only to published service days and trains available to fare-paying passengers. The one exception to this is the 'Twilight Special' which always operates on the Saturday evening of the August bank holiday weekend and is run primarily for staff and exhibitors involved in the Island Steam Show.



# WORKSHOP FILES LOCOMOTIVES

Compiled by **Neil Rees**, Locomotive Foreman

## STEAM LOCOMOTIVES

### 02 Class W24 *Calbourne*

During a routine inspection between *Calbourne*'s frames the leading front left-hand axlebox wedge pinch bolt nut end was found to have parted company with the rest of the bolt. Fortunately, it was a leading axle thus removing the need to drop all the motion apart from the side rods. *Calbourne* was placed over the wheel-drop pit where the axlebox keeps and springs of the leading axle were removed. The leading axle was then lowered far enough into the pit to allow access to the pinch bolt which was changed for one that had been newly machined. With all parts refitted *Calbourne* was fit for service again. A new set of brake blocks was also fitted a couple of weeks later.

### A1/x Class W8 *Freshwater*

Progress on W8 *Freshwater* has been slow during the summer, but this should change in the autumn as things quieten down. The dome has been removed to allow for internal inspection and access to blank off the regulator head for the hydraulic test which will follow in due course. The new smokebox saddle is being progressed at a foundry.

### A1/x Class W11

W11 has had a limited number of outings this summer with only very minor faults becoming apparent, such as a blowing spindle gland and steam injector globe valve joint.

### E1 Class W2 *Yarmouth*

The E1 remains in Train Story awaiting major restoration. Further assessment into the condition of various components can be continued during the winter.

### Hawthorn, Leslie 0-4-0ST W37 *Invincible*

Following further inspection *Invincible*'s outer wrapper side plates need only a small amount of building-up in the corners, which are readily accessible now that the front and back plates have been cut away at the bottom. The new boiler plate has arrived and been cut ready for forming. Work is progressing cleaning and painting the frames, the left-hand side having had its black gloss coat.

### Andrew Barclay 0-6-0T W38 *Ajax*

*Ajax* remains on static display in Hall 1 of Train Story.

### Hunslet 'Austerity' 192 *Waggoner*

The sections of defective outer wrapper side plate on the firebox have been cut out. The adjacent sound plate and the new sections are now prepared for welding. A new tap has arrived for the crown stays as various ones borrowed were not long enough or too small. The saddle tank is being prepared for undercoat; a grey undercoat has been applied to the bunker ready for further filling and painting.

### Hunslet 'Austerity' 198 *Royal Engineer*

*Royal Engineer* has proved reliable other than a brief hitch during The Railway Folk event on Monday 29 July when a round trip was lost owing to a Westinghouse air pump failure. Further investigation revealed that the lubricator on top of the pump had lost its restrictor, leading to oil feeding too quickly and the pump running out of lubrication. A new replacement was fitted and *Royal Engineer* returned to service 90 minutes or so later.



Failed leading front left-hand axlebox wedge pinch bolt on W24 *Calbourne*.  
Andrew Summers



Boiler from W8 *Freshwater* with dome removed to allow for internal inspection and access to blank off the regulator head for the hydraulic test.  
John Faulkner



Firebox on *Invincible* showing accessibility to outer wrapper side plates with front and rear plates cut away and foundation ring removed.  
John Faulkner



*Waggoner*'s saddle tank being prepared for priming.  
John Faulkner



New superheater element being installed in 41298 and (right) completed installation.  
John Faulkner



Forming a new outer wrapper side plate on *Waggoner*'s boiler.  
John Faulkner



41313's dome cover removed for seal renewal.  
John Faulkner

HAVING RECEIVED an HSE bulletin stating that all welding should be undertaken only with the correct extraction equipment in place, two small and one medium-sized portable fume extractors have been purchased for use in both locomotive and C&W workshops.



One of the new fume extractors.  
Andrew Summers



### Hunslet 'Austerity' *Juno*

*Juno* remains on display at Shildon under the agreement with the National Railway Museum.

### Ivatt 2MT Class 41298

A steam brake fault on Thursday 15 August resulted in the loss of duty that afternoon. After the crew returned from lunch the engine refused to move. Initial thoughts centred on an over-adjustment of the brakes during exams a couple of days previously. The brakes were adjusted to 18 turns on the hand brake, but still the engine refused to budge. On further investigation the steam brake valve was found to be leaking-by sufficiently to apply the brakes. After much lapping-in of the valve and a couple of test steamings the problem was rectified successfully.

Early-August saw the arrival of a new set of superheater elements. This turned out to be fortuitous because on Wednesday 18 September the locomotive showed signs of a leaking element via a blow that could be heard in the firebox whenever the regulator was opened. The engine was substituted by D2059. A new element was fitted on the Friday and the engine returned to service the next day, the first of the Railway's Cider & Cheese Weekend.

### Ivatt 2MT Class 41313

41313 passed her steam test in July and other than renewing the dome joint there have been no major issues.

### Ivatt 2MT Class 46447

Our Ivatt tender locomotive remains on loan to the East Somerset Railway where a new batch of superheater elements has been fitted.

## DIESEL LOCOMOTIVES

### BR Class 03 D2059 'Edward'

During crew training on Tuesday 16 July the diesel injector pump and its drive parted company, leaving the engine and its train stranded near Whitefield crossing. W24 *Calbourne*, which was being prepared for the day's service, was sent to the rescue.

### BR Class 05 D2554 'Nuclear Fred'

'Nuclear Fred' is on static display in Train Story

### Andrew Barclay 0-4-0 DM 235

D235 is working well with its newly conditioned gearbox. 🚂



# More news of the Youth Group

From Isaac Farnbank

I CONCLUDED the introduction to the youth group article in the previous edition of *IRN* with the sentence 'All being well you will be able to learn more of the group's progress in the next *IRN*'. Well, as a result of continued and combined efforts, time and thought, it is pleasing to reflect on further developments which I detail here. Admittedly, however, the group's efforts were rightly diverted to core duties in our respective departments during the busy peak summer season.

Firstly, however, I take this opportunity to thank those members who offered positive comments, suggestions and advice after the article appeared in *IRN* 83. Moreover, I am grateful to those who congratulated me on the article itself.

## Documentation

Readers may recall the decision that the group's documents – for example, the constitution, terms of reference and mission statement – should be contained within one, single document. Following consultation amongst the group and the rest

of the volunteer coordinating team, drafting began. This task complete, the resultant text was forwarded to all involved, accompanied by a request for feedback of initial reactions and opinions. Helpfully, many of the recipients kindly obliged and suggested changes were then incorporated into the text. In view of this, it was decided that a further meeting would be required to iron out certain issues and finally move to complete formal establishment. We anticipate this meeting being held soon.

## Retention

Increasing the number of competent younger volunteers across all departments will be of very little long-term gain if we cannot retain their energy, commitment and interest. The task is, if anything, more challenging in today's external circumstances, with an ever-growing number of alternative ways to spend leisure time, the merits of which could be debated *ad nauseam*.

At present, younger volunteers may start volunteering from 14 years of age. Nevertheless, the earliest they can start formal training for safety critical roles such as fireman, pointsman, guard and signalman is aged 17, provided the individual is competent and suitable for such roles. When one reflects on the two most popular departments for young volunteers, the Operating and Rolling Stock Departments, it can easily be recognised that this is an issue that demands further thought if the Railway is to retain the youthful enthusiasm and energy of young volunteers.

Waiting to attain the qualifying age is not necessarily a wholly negative

concept – it teaches patience and enables younger volunteers to demonstrate commitment. That said, the interest must be kept alive. As with countless aspects of life a balance must be struck. Speaking from my own experiences, the balance is just about right at our Railway.

Younger volunteers are extremely fortunate in that the Railway has qualified staff who are kind, empathetic and who willingly pass on their knowledge and experience to younger people.

Consequently, the group has already started to discuss and formulate ideas that, we hope, will cultivate and further develop younger volunteers' interests, awareness and knowledge, making them more competent and increasing their confidence. If we can achieve that, then younger volunteers will attract greater benefit from their involvement and will be of more value to the Railway, enabling both to grow.

Initial ideas include gatherings and sessions in the spirit and style of Mutual Improvement Classes, in which younger volunteers can learn more about aspects of the Railway that are relevant and interesting to them. Subjects which could be covered might include, for example, the Westinghouse Air Brake system, shunting and single line working. Whilst this is in its early stages, I invite any willing, suitably qualified member or volunteer who would be interested in contributing to such a session, on a topic of their choice, to contact me on isaacfarnet2@gmail.com. I might add that these sessions need not be exclusive to young volunteers.

Other recent group activity includes exploring options for visits to places of railway interest and early planning will resume shortly.

To conclude, the group continues to grow and, as ever, I welcome suggestions, advice and other comments on the group's work. 🚂



## Photograph highly commended in local competition

WE RECEIVED an email in July from Cheryl Howell, who serves on the committee of Wootton's Creekside Women's Institute. Attached to the email was a photograph taken by fellow WI member Susan Phillips. See above.

Susan had taken the photograph while on the footplate of W24 *Calbourne* during a footplate experience and had submitted it into the WI's annual photographic competition. The entry was highly commended by the competition judge – a retired professional photographer.

We are pleased to publish Susan's photograph and offer our congratulations, both on the quality of the image and her wonderful choice of location. 🚂



Members of the Women's Institute celebrating 90 years of the Chale branch of the WI during their visit to the Railway on 5 September. John Faulkner

# Restoration of the Drewry Railcar

## Terry Hastings provides the latest on Ryde Pier Tramcar No 2 (and Driving Trailer No 10 too)

AFTER A GAP of some months the tram team visited Alan Keef's works on 17 September to view progress and discuss further projects.

The body skeleton of Car 2 is nearing completion. Some of the supports require final profiling but the iconic shape of the vehicle is now obvious. Doorways, windows and roof are clearly discernible and, much to our amusement, we heard Patrick Keef's comment, "... it's very big!" In fact, his team had rechecked before our visit to ensure that the vehicle will fit through the exit doors when the time comes. It will, although without its ventilators fitted!

The project is about six months behind schedule but progress continues at a steady pace and there is regular communication with the design team regarding the detail of the build. The various door locks, which had been serviced at Havenstreet, were returned for fitting, along with a number of new 'private' locks – carriage key locks to you and me – these having been supplied new by the Ffestiniog Railway.

For a while now, we have been discussing ways to progress work on the Driving Trailer Car No 10. This will be a companion to Car 2 and it will have, in addition to a slightly higher passenger capacity, access and space for wheelchairs.

No 10 is based on Eastleigh 1938-built Car 8 from the Ryde Pier Tramway fleet. Fortunately, we have many of the drawings for the original and it is from these, and with help from Graham Morris Engineering, that the slightly modified chassis was built about three years ago. This has been stored at Alan Keef's Ross on Wye facility since then.

The intention is to break the work on Car 10 into two specific areas; a running chassis, fully fitted to go, and a fully complete body. The drawing work for much of this is complete with the exception of detail of the driving position and upgrades to the windows and verandah area. This is on the list for the new year!

We have been offered funding specifically to progress the first part of this important project to ultimately provide disabled access to the railcar project. As a result, at the last meeting with Alan Keef Ltd we agreed to proceed with the manufacture of axles, fitting of wheels, provision of axleboxes and associated bearings and sundry other parts

associated with braking and drawgear. All of these are important and amount to about half the required chassis work. As a result, continued funding will be important.

Once Car 2 is complete and delivered to the Island we hope to use a launch event to start a major campaign to raise the remaining funds required to complete Car 10. At this stage, any financial help you can give to the project will be very welcome and greatly appreciated, as indeed are all the regular donations received...thank you all very much!

There are exciting times ahead for this unique project – a Drewry railcar of 1920s origin operating on our railway and, to follow, a matching driving trailer car with access for mobility-impaired passengers. These will represent the mid-20th century Ryde Pier Trams as well as early light railway practice with similar vehicles in parts of England and on the Great Southern Railway in Ireland, not to mention dozens of railway systems around the world to which Drewry cars were supplied. 🚂



Above: The front view clearly shows the distinctive profile. Terry Hastings



Alan Keef's Phil Kent holds a paint sample of panelling aloft on the interior. Terry Hastings



# WORKSHOP FILES

## CARRIAGE & WAGON

Compiled by **Dave Smart**, C&W Foreman

Sadly, summer disappeared and autumn arrived very abruptly. We'll soon be starting our winter maintenance programme with several carriages due to be re-varnished and another receive a complete repaint. With SECR Brake Third 4149 back in traffic our main focus in the workshop has been SECR Composite 6375 (currently split into three

main components – body, bogies and underframe) and Oldbury carriage – IWR First 21. Detail regarding both can be found in this report and in the following article you can read more by one of our C&W volunteers, Derek Atkins, about the work undertaken on the Oldbury carriage since it entered the workshop just over a year ago.

### BOGIE CARRIAGES

Each of the in-service bogie carriages had its steam heat exam in early-September.

#### LBSCR Third 2403

Our accessible bogie carriage underwent its seventh 'C' exam of the year in September as well as its second 'B' exam. The carriage has already covered over 9,000 miles so far this year. It will be entering the workshop in November for some body repairs and to be re-varnished.

#### LBSCR Third 2416

After receiving a second 'B' exam in mid-August the carriage underwent its seventh 'C' exam in September. It, too, has covered over 9,000 miles so far this year. It will be entering the second of the platform roads in Train Story in November to have a cracked window replaced.

#### SECR Brake Third 4149

As mentioned in the Operating Department report, we had a few brake issues with this carriage during the summer, but all have now been rectified. The carriage has had the first seven of its supplementary exams, its first 'B' exam at the beginning of August, its sixth 'C' exam in September and has clocked-up 7,000 miles since re-entering service earlier this year.

#### LBSCR Brake Third 4168

Our 5-compartment brake carriage underwent its seventh 'C' exam of 2019 in September as well as its second 'B' exam and has also passed the 9,000 mile mark. This carriage will be entering the workshop in January 2020 for body repairs and a repaint.

#### LBSCR Composite 6349

In common with the other LBSCR bogie carriages, 6349 also underwent both 'B' and 'C' exams in September and the mileage stands at over 9,000.

#### SECR Composite 6375

With a lot of head-scratching and reference to the original drawings, the new horns and spring corner brackets were bolted into the correct positions and checked before being riveted in place. The bogie swing links have been overhauled with new pins and bushes. The bottom plank has been replaced and is currently being fitted with the bolster spring and knife-edge castings. The axleboxes have been steam-cleaned, needled-gunned, inspected and painted.

Almost all of the defective rivets have been removed from the underframe and the holes reamed ready for re-riveting. All four headstock diagonals have had their repaired sections cut out and new sections to the correct shape and dimensions are being machined out of channel. Once machined, these sections will be cut to length, the holes and slots cut out for the buffing rocking levers, holes drilled for riveting to the headstocks and then prepared for welding by the coded welder (who will be undertaking boiler repairs on 192 Waggoner during the same visit). All of the step board brackets have been bolted into position and reamed ready for riveting. Once all of the riveting has been completed the underframe will be painted and we can then start fitting all of the buffing gear, draw gear, brake gear, train (air) pipe work and steam heat pipework.

The body entered the workshop in July and had all of the lower panels on both sides removed for inspection and repairs. Initial inspection revealed that the south side was more rotten and has more split sections than the north side. The rotten sections will all be cut out and new timbers are grafted in. All coach bolts and screws are being replaced with stainless steel to prevent them rusting and splitting the wood. The knee brackets have been removed and needle-gunned, repaired and painted ready for refitting.

All Carriage & Wagon photographs by John Faulkner



New horns ready for riveting onto the bogie of SECR 6375.



Alex Hull riveting one of the new bogie corner spring brackets into position on SECR 6375.



Folded diagonal section of SECR 6375's underframe cut out and ready to be prepared for welding.



Callum Culver machining the side-face of one of the replacement sections for SECR 6375's underframe.



John Thorn setting up to machine the top face of one of the replacement sections for SECR 6375's underframe.



The south side of 6375's body with all of the lower panels removed.



Section of SECR 6375's body with rotten timber cut out and awaiting new timber to be fitted.



IWR 10's completed brake gear.



Jib Carrier DS70277 being unloaded by Reid Freight Services.

### FOUR-WHEELED CARRIAGES

All of the in-service 4-wheeled carriages had their steam heat exams at the beginning of September.

#### IWR Composite 10

With all the necessary testing and paperwork completed, our first Oldbury carriage to be restored was passed fit for traffic in early-September. Its first official in-traffic run out with the 4-wheeled carriages took place on 18 September, with all those who had been involved with this highly-publicised restoration invited to take a ride. This carriage is not going to see everyday use – instead it will be used for special events and charters. Pictures of the run can be seen overleaf.

#### IWR First 21

A lot more of the rotten timber has been replaced with repairs to both ends and both sides. The floors in two of the three compartments have been fitted and the timber is in stock for the third compartment. New cant rails have been made for both sides. (See the special update on page 28)

#### LBSCR 4-wheeled Third 2343

#### LCDR 4-wheeled Third 2515

#### NLR 4-wheeled Composite 6336

#### LCDR 4-wheeled Composite 6369

#### LCDR 4-wheeled Composite 6378

All five carriages have received their third 'C' exam of the year and have each covered just over 3,500 miles. 6336 and 6369 will be entering the workshops during the winter to be re-varnished.

#### LCDR 4-wheeled Brake Third 4112

#### LBSCR 4-wheeled Brake Third 4115

Our two 4-wheeled brake carriages have each received their third 'C' exam of 2019 and both have covered just over 3,000 miles. Lcdr 4112 will be entering the workshop during the winter to be re-varnished.

### WAGONS – HISTORIC FLEET

The historic wagons have been out and about this year on most of the Island Heritage Train Days and also during the Four Island Classes event at the end of September.

### WAGONS AND SERVICE VEHICLES – INFRASTRUCTURE FLEET

The work on PMV 1964 has now been completed and the vehicle passed over to the Locomotive Department for use as another stores van.

Jib Carrier DS70277, (originally a Corridor Third in a 6-PAN EMU set) purchased from the Spa Valley Railway, arrived in mid-July, following which all the necessary paperwork and inspections were undertaken and completed. Its number has been painted onto both sides of the underframe and the air hoses have been removed. It was given an 'A' exam by the 'Destructors' and they removed the vacuum pipework plus some of the steel brackets on the underframe.

### WHAT ELSE HAS BEEN GOING ON?

The new LED lamps have been fitted to the down-lights in the main workshop. This has improved the quality of light and, being cheaper to run, will provide cost-savings to the Railway. Added bonuses will be improved reliability and the environmental benefits.

Inter-departmental staff-sharing continues with some of our C&W staff undertaking a variety of non-C&W work. This has included painting the mess cabin, making display mountings for some of the original enamel running-in signs from some Island stations (which will be placed on display in Train Story) and also repairing some of the steel panels for the Permanent Way Department's second Permaquip 68800. ➡





Shown on this page, Oldbury IWR Composite 10 during the carriage's inaugural day in traffic behind W24 Calbourne. All photographs on this page: John Faulkner



Long-standing volunteer Tony French enjoying the comfort of the First Class saloon.



# Merstone station revisited

The interpretation shelter situated towards the Newport (Down) end of the island platform at Merstone. The larger part of the newly planted orchard is on the right, the site of No 1 road and the Up Siding.  
Stuart Duddy

SEVERAL PAGES in *IRN* 83 were devoted to Merstone station. Not only was it the subject of our popular *From the Archives* feature but we also reported on an archaeological dig which took place at the former junction station back in February.

During a recent visit to Merstone station by *IRN*'s News Editor Stuart Duddy, it could be seen that the community orchard planted on the east (Up) side of the island platform (the No 1 side) is growing nicely. Also, situated at the Newport end of the platform is a new interpretation shelter which offers visitors an insight into the history of the site and which includes photographs and details of the lines' opening and closing dates. As can be seen from the accompanying photograph, the shelter itself gives a 'nod' to the location's former purpose, being painted to represent the familiar colours of the Southern Railway and with a railway-style canopy valance.

Merstone station lies along what is now the 32 mile-long Red Squirrel Trail. Starting in Cowes the route offers a largely traffic-free cycling or walking trail, occupying the former railway route to Newport before continuing via Shide and Blackwater. In some respects Merstone remains a junction. Just beyond the station those using the trail have a choice when they reach Budbridge bridge, which carries East Lane and which is just visible at the top of the upper photograph on Page 40 of *IRN* 83. They

must decide whether to complete a 14¼ mile loop in either a clockwise direction or branch off to the right and take the anti-clockwise route. The former sees walkers and cyclists remain on the track bed to Sandown and then continue onwards to Shanklin, the suggested route being along the seafront revetment. On reaching Shanklin and the railway station, the trail continues to Wroxall utilising the former IWR track bed. Those wishing to complete the loop in the opposite direction leave the Newport - Sandown railway route at Budbridge bridge and join East Lane, following the clearly waymarked Stenbury Trail through to Godshill before climbing to, and passing through the Freemantle Gate, crossing the Appuldurcombe Estate and reaching Wroxall. From there the Red Squirrel Trail continues to Shanklin, Sandown and loops back to Merstone.



Budbridge bridge on the Red Squirrel Trail, as seen looking towards Merstone on 3 October 2019. This was the only overbridge between Newport and Sandown. Although the line closed nearly 64 years ago, the structure appears to be in good condition. Stuart Duddy

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**Railway Runaround part 7**  
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# Oldbury carriage IWR First 21

**August 2015: IWR 4-wheeled First 21 leaves the barn field.**  
 Bob Passmore



**30 August 2018: The long journey into traffic begins.**  
 Derek Atkins



**30 August 2018: London-end north side needs a bit of work!** Derek Atkins



**Two of the London-end frame uprights with new sections fitted.** Derek Atkins

## The first 12 months' progress, recounted by Derek Atkins

IWR 4-WHEELED FIRST 21 was one of the original passenger vehicles supplied by The Railway Carriage Company Limited of Oldbury, near Birmingham, for the opening of the Isle of Wight Railway's line between Ryde and Shanklin on 23 August 1864 the extension to Ventnor opened two years later. Together with many of our 4-wheeled carriages, the body of IWR First No 21 was saved from destruction on withdrawal from service by finding a second life as a shed, this particular one being located in the garden of a bungalow in Cranmore, near Yarmouth. There it remained until 1980 when its owner, a Mr Cook, donated it to the Railway (*Wight Report* 50, page 5). Initially, it joined a row of other grounded bodies at Havenstreet, located on a strip of land which extended along the Railway's original northern boundary, stretching from behind the station building towards what are now the refreshment rooms. After a number of years, these carriage bodies were relocated and IWR First No 21, along with several others, was moved to the barn field and it remained there until the completion of Train Story in 2014. The opening of this new facility enabled IWR First 21, together with several other historic carriage bodies, to be afforded undercover accommodation and thus protection from the elements.

No 21 remained in Train Story until August 2018 when it was shunted out and into the C&W workshop for restoration to commence. It should be noted that most of the work on No 21 is being undertaken by volunteers or by staff working in a voluntary capacity. This is very different from the restoration of Oldbury carriage IWR Composite No 10 on which, owing to the timescale of the *Great Rail Restorations* television programme production schedule, much of the work was undertaken by paid, full-time staff.

With No 21 inside the workshop the first task was to establish exactly the condition of the carriage frame and main timbers. To this end all panels, doors and floor planks were removed and this revealed just how bad the main structure of the body was. Even before work on the carriage began, it was expected that its condition would not be good - and

that turned out to be the case, meaning that much work and new timber has been and continues to be required to rebuild the basic structure of the carriage.

That said, original timber has been retained and reused where possible, even if it is not being put back into its original location. Early work involved making new main timbers for both ends and a start was made on the first half on the north side. This was all done by Pete Jardine, spending many hours with the workshop planer, morticers and routers. In parallel to producing these new main timbers several volunteers, together with Pete, set about repairing or making new sections for the end frames. Both end frames of the carriage, by and large, consist of

original timber, but I think it is safe to say all the tenons in the end frames were well past being retained, although long sections of the timbers were still serviceable. So it was a case of cutting back the timbers to sound wood and making new sections complete with new tenons.

The image below left on the facing page shows two of the London-end frame uprights with new sections fitted. On one, it is obvious that new wood has been used, but the other repair used recycled wood from another rotted upright which otherwise would have ended in a locomotive firebox. By March 2019 the London-end main timber and part of the one on the north side had been finished and fitted, the London-end frame had been fully repaired and loosely fitted. Additionally, new frames had been made and fitted along the north side of the London-end compartments, a few sections in these two new frames did make use of recycled original frame timber.

The initial work on IWR 4-wheeled First 21 was done with the body perched on an accommodation underframe berthed on the C&W workshop road adjacent to the public viewing gallery. But in mid-March 2019 it was necessary to make space for the underframe of SECR Composite 6375. Because SECR Brake Third 4149 was still occupying the other road No 21 had to be turned through 90° and placed across both C&W roads at the end of the workshop furthest from the doors. The turn was achieved using levers and lots of muscle power.

The timbers at both ends of the carriage were short enough to be single pieces, but those along the sides had to be made in two sections. The small image below shows the first stage of cutting the joint in the second part of the north side timber. Once all the mortices had been cut and appropriate shaping had been done on the outer edge, the timber was glued and screwed to the already fitted north side section. Next, attention turned to the cross-members which bear the floor and the compartment partitions. Some cross-members needed new ends before they could be refitted, but one was too far gone and so a new one was made. This was fitted on 2 May 2019.

Pete J continued to work on the two main timber sections required on the south side of the carriage; the last of these was fitted to London-end south side on 23 May. With all main timbers and cross-members in place everything could be squared up and knee brackets fixed in the corners, thus giving the structure rigidity. Work now concentrated on making more side frames. These used mainly new timber but some small sections did use timber recycled from the old frames. By the end of July just two more side frames remained to be made. Whilst the London-end frame did need a couple of new uprights, because they had been removed by the previous owner, the country-end frame needed just new lower ends fitted to all of its uprights.

Above to the right we see Derek Gardener, assisted by Tony Woodford, fitting two of the new sections he had made for the country-end frame. It took Derek several more weeks to make and fit new bottom sections to all the other lower uprights at this end of the carriage. During that time Pete J started planing and then fitting the flooring planks in the two London-end compartments (shown right). It should be noted that the flooring is laid diagonally and consists of a double layer of planks with the top layer being laid at 90° to the first layer, thus giving the floor greater strength.

While several people had been beaver away on the main timbers, frames and flooring, Tony Smart (pictured right) had been working on the time-consuming task of making 12 window frames. Here Tony is just completing the second of these frames.

The final image shows how the carriage looked after little more than 12 months' work by many of our C&W volunteers.

So what can we expect to see by the end of year two? The last two side frames should be made and fitted in the near future. The partition also seen in the photograph has now been removed and will be rebuilt shortly. Although not all the planks are suitable for reuse, a fair percentage are expected to see further service. The partition between the centre and London-end compartments will be made and fitted using all-new timber. Even after this work, which will take some time to complete, the carriage will still appear largely as it does here. But a very significant change will happen shortly afterwards when the roof is rebuilt and the sides start to be re-panelled. So expect the carriage to look very different in a year's time.

When we restored No 10 a significant amount of the cost was covered by money received from the *Great Rail Restorations* production company, but there will be no such cash injection for IWR 4-wheeled First 21. So if you wish to help fund the massive amount of work and materials still required before our second Oldbury carriage enters service, please visit the Railway's online donations page <https://www.iwsteamrailway.co.uk/make-a-donation.aspx> and click on the Oldbury Carriage Appeal. 🚂



**2 May 2019: The new cross-member in process of being fitted.**  
 Derek Atkins



**20 June 2019: Derek Gardener, assisted by Tony Woodford, fitting two of the new sections.** Derek Atkins



**22 August 2019: Flooring planks in the two London-end compartments.** Gary Walker



**5 September 2019: Tony Smart completing the second of 12 window frames.** Derek Atkins



**The carriage as seen on 19 September 2019.** John Faulkner



# Once upon a time

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

Andrew Barclay 0-6-0T W38 Ajax cocooned at Wootton, having her asbestos boiler lagging removed, seen on 14 May 1989. Roger Macdonald

**Wight Report 85**  
Autumn 1989  
Edited by  
Iain Whitlam

The covers of *Wight Report* 85 featured pictures of the two 'Terriers' in pre-Grouping liveries, as well as work on the Smallbrook extension.

Iain's editorial looked at the significant changes that had happened during 1989, moving to 4-days-a-week running in the high season and employing staff for the first time.

The partially constructed museum building, known as the Bembridge Building, was condemned and due to be demolished by the end of the year.

The Isle of Wight County Council agreed to sell the freehold of the trackbed to the Railway for the sum of £30,000 and at the same time making a grant of £30,000 to the Railway for its purchase.

On 13 July, as part of the festivities to inaugurate the 'new' (1938) tube stock on the Ryde - Shanklin line and open the Brading Station Heritage & Community Centre, a special Ryde -Brading train stopped at the site of the future Smallbrook Junction station, for IWSR Chairman Stuart Page and BR Island Line's Manager John Winkles to unveil a site board.

A1/x Class IWSR 11 was steamed for the first time in 26 years on Sunday 25 June to test the boiler and fittings. In the lead-up to the steaming work the engine

proved to be as troublesome as ever, with problems arising from the most unlikely sources. Leaking water tanks and malfunctioning water valves were among the more frustrating difficulties, as access to the inside of the tanks and the water valves was impossible to all but three unfortunate volunteers small enough to squeeze through the filler holes. The fitting of steam pipes, air brake equipment and other fittings was a tedious operation calling for a special need to 'mind the paint' at all times. Ten coats of paint were applied in all, including fillers and varnishes. Four different shades of black were used, three of them deliberate!

Andrew Barclay 0-6-0T W38 Ajax was cocooned at Wootton, having her asbestos boiler lagging removed to allow the locomotive to be moved to Havenstreet for attention.



Brading station buildings undergoing restoration, 27 May 1989. Roger Macdonald

LBSCR Third 2416 rolled out of the works on Sunday 30 July, with all the 'little' outstanding jobs scheduled to be completed when the coach was in service. These included replacing four luggage racks, applying Dubbin wax to 18 droplight straps and re-covering the floors using lino reclaimed from the refreshment room.

The south side of LCDR 4-wheeled Brake Third 4112 was complete and in green undercoat. The brake end had been painted internally, and priming and undercoating of the saloon was well advanced. As with NLR 4-wheeled Composite 46, Pilkington most generously donated the safety glass for 4112.

With the sidings in the Goosefield at Havenstreet completed sufficiently to be used, a series of shunting sessions took place during July, enabling the Ashey Siding to be cleared of stock thus allowing access for the Smallbrook Extension Project work.

Associated with sorting out this rolling stock, two more bodies were craned and placed in the corner of the overflow car park, joining the 'long term project' wagons and carriage bodies sited there during 1988. That left four bodies on the north side of Havenstreet station, between the signal box and refreshment room: SR Parcels and Miscellaneous Van 1533, being kitted out as a classroom, half of LCDR Third 2418, (the staff washroom); IWR 4-wheeled Second 39, an Oldbury carriage which was too fragile to be moved and was being left on display as a 'before' example for comparison with NLR 4-wheeled Composite 46 in traffic; and another Oldbury - IWR 4-wheeled First 21 (and which is now undergoing restoration in the C&W workshop).

Gangs had been undertaking preparatory work on the Smallbrook Extension every Sunday and most weekday evenings. Graham Deegan masterminded a survey from Smallbrook to Havenstreet. Starting at mile post 2 at Smallbrook Junction, some 267 survey

pegs at 20-metre intervals had been positioned to act as datum. There were 18 lengths (45-foot panels) of track east of the cattle creep (Bridge 7, a quarter of a mile east of the road bridge at Havenstreet). These had received little or no maintenance in 18 years. Indeed, they were left by the scrap merchant in 1971, minus fishplates and keys. The track had much weed growth and even several trees had taken root. A further five lengths were lifted. These ran over a bad embankment slip, which was largely responsible for the poor maintenance given to the extremity of the Ashey Siding beyond the cattle creep. Most of the sleepers recovered from these various lengths were fit only for scrap but some were good enough to use in the Goosefield Sidings. Along the trackbed, materials had been stored on the banks. These were relocated or scrapped as appropriate. One occupant of the banks was the rusting frames of Drewry Ryde Pier Tram Car 2. This was moved to join the long-term restoration project wagons and bodies stored in the corner of the overflow car park. (Thankfully, the restoration of the Drewry railcar is now proceeding apace in the workshops of Alan Keef Ltd).

On the foot crossing at Havenstreet, the central gates were replaced before Easter by two new gates which were of a slightly lighter design. Several rotten boards were replaced using timber cut on the saw bench at the 1987 Island Steam Show. The north side farm crossing gate was replaced in the spring; the previous one finally failed after being scuffed by a low loader during the same event.

The new sewer system appeared to have put an end to the almost daily cabaret of operating staff peering down into the inspection pit alongside the bicycle shed, trying to work out where the latest blockage was.

Network SouthEast (NSE) had been replacing some traditional station seating on the Shanklin

Below: After breaking a bottle of Champagne over IWSR 11 to celebrate her return to traffic, former Ryde Works Chargehand Boilersmith, Joe Snellgrove (second from right), joins IWSR Chairman, Stuart Page (far right), and local dignitaries for the inaugural run to Wootton, 13 August 1989.

Roger Macdonald







Units 053 (left), cars 47 & 43 and unit 051 pass Farlington, 14 July 1989. Roger Silsbury

line and the Railway had taken the opportunity to purchase some to augment the existing collection.

The first unit of ex-LT 1938 stock (483.001, cars 121 and 221) finally arrived on the Island on Wednesday 5 July, being transported on a convoy of low loaders using the 01.00 sailing to Fishbourne, worked by MV *St Catherine* which had a marginally lower headroom than her sister vessels but the first load (car 121) just fitted beneath the mezzanine deck winched to its maximum height. After attention at Ryde works, the unit moved out under its own power again for test runs to Shanklin and back to Ryde Pier Head.

Meanwhile, Standard stock trailer cars 43 and 47, withdrawn and berthed at the south end of the Sandown bay platform, were loaded onto the low loaders during the afternoon of 5 July and returned to the mainland aboard MV *St Cecilia*.

As part of the NSE marketing policy, Ryde - Shanklin was christened 'The Island Line' and publicity carried a motif showing a green island on a blue background with the outline of the mainland shore also shown.

Further station improvements were planned, including modernised ticket offices and toilets at Sandown and Shanklin, car park enlargement at Ryde St John's Road and the renovation of ticket and parcels offices at Ryde Esplanade, with provision of terrazzo tiling on the concourse. The modernisation of Ryde Works was well advanced by midsummer. The contractors, Dyer & Butler of Southampton, had completed the new ramped inspection pit and were refurbishing and concreting the main SR-built section of the Works in July and August.

The top deck structure of the Ryde Esplanade footbridge, closed in May, was removed by crane in June. A replacement deck was craned into place several weeks later in another overnight operation. The enforced closure of the bridge led to a conflict between Hovertravel and the IW County Council. The hovercraft operator built the bridge to give access to its terminal and gave it to the old Ryde Borough Council on condition that they were to maintain it. Responsibility subsequently passed to the IWCC.

Following a Listed Building application, the station buildings, canopy and footbridge at Brading were repainted in early-July.

The planning application (by Wooldridge Homes, Newport) for 23 houses on the Sandown goods yard was recommended for approval by the Island planning officer in May.

Despite intense local feeling to save the imposing 4-storey Royal Spithead Hotel, Bembridge (former showpiece of the Brading Harbour scheme and the Island's only railway-owned hotel in its early years), the Department of the Environment thwarted two attempts to have the building listed because it did not consider it was of sufficient merit.

Terminus Road, Cowes, was widened in the early-summer, taking with it part of the former coal yard at Cowes station and buildings formerly used by Gange the carrier.

MV *Southsea* finally left Portsmouth on Tuesday 13 June for a mooring in the River Fal above Falmouth, Cornwall, awaiting a decision on her future. Prior to her voyage, a watchman had been on board and her engines run at times. The lower deck saloon windows had been boarded up during the previous week ready for the long voyage. Sealink indicated that at the time of her departure there was no intention of scrapping her but that could occur if no other possibilities proved viable.

John Mackett continued his series on 'Lines That Never Were', this time looking at five potential routes through Ryde in the 1860s and 70s. He also added to his previous article on industrial railways with newly discovered information on the systems that once existed at John Samuel's yard in Cowes.

**Originals** of the first 21 issues (P - 20) are now very scarce but I do have a limited supply of issues 1 - 20, priced at £4.50 including P&P. A CD with all 21 issues as high-quality PDFs, priced at £12.50 including P&P, is also available. I have originals of all subsequent issues at £2.65 each including P&P.

Please make cheques or postal orders payable to JOHN HULSE and send to me at 'Whitwell', 26 Dennison Road, Cheadle Hulme, Cheshire SK8 6LW and allow a few weeks for delivery. All proceeds will go to the Railway appeal fund of your choice.

## Book Review

### Ryde Rail – A History of Tube Trains on the Isle of Wight

by Richard Long

Reviewed by Iain Whitlam

Published by Crécy Publishing (Manchester) 2019

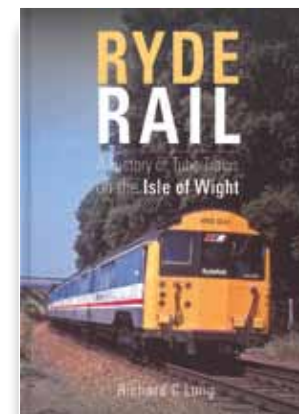
A4 Hardback / 112 pages / 100+ photographs

ISBN 978 1 91080 9570 / Price £20.00.

Available from the shop at Havenstreet

SUCH IS THE passage of time that the era of tube train operation on the Isle of Wight now represents roundly one third of the Island's 157 years of railway history. And with recent announcements of refurbishment of the Ryde - Shanklin line and replacement Vivarail 484 stock, we are in the cusp of the end of an era. Throughout, the Island railway scene has been a microcosm of the British railway scene, yet individualistic and out on a limb (in character and well as geographically).

The publication of Richard Long's book provides a useful and timely review of this era. He sets the scene with the background of the 1950s/1960s system cutbacks leading to the decision in 1965 to retain



and electrify the Ryde Pier Head - Shanklin line, covering the 1966/67 modernisation and introduction of revamped London Transport 'Standard Stock' tube trains. He then runs through the various developments over succeeding years - operational, commercial, engineering and political. These include replacement of the Ryde Pier Tramway with a pier shuttle train, consideration of replacing the tube stock with Merseyrail 503 stock, the inception of Network SouthEast with the line being rebranded as 'Ryde Rail', Brading - Sandown track singling, replacement of the Standard Stock with 1938 tube stock in 1989/90, the opening of Lake (1987) and Smallbrook Junction (1991) stations and privatisation of British Rail in 1996 with

Stagecoach taking on the franchise and introducing the 'Island Line' brand. The recent announcement of 2020/21 refurbishment came too late for inclusion but the deliberations surrounding the Department for Transport-initiated consultations and takeover of the franchise by First Group/MTR are described, even if some of the detail was necessarily speculative.

Chapters are also given on the end of the Ryde Pier Tram and diesel locomotives employed on maintenance work to the line.

The book is well illustrated throughout, capturing the 1966/67 modernisation, various operational and other developments over the years, and the variety of stock liveries employed - from being the first complete fleet of stock British Rail presented in the new all Rail Blue (with yellow ends), on through being relieved with grey doors, 'Intercity' blue and grey, 'Ryde Rail', Network SouthEast, dinosaur, to London Transport red. Along with views showing associated infrastructure changes are various leaflets, car cards, banner advertisements which provide a variety of pictures and images to accompany the thorough text.

### Calbourne's shed plates

Described by Andrew Summers

BRITISH RAILWAYS' shed codes were used to identify the depots to which its locomotives and multiple units were allocated for maintenance purposes. Ryde was allocated the code 71F from 1950 until 1954, when it changed to 70H.

The final three days before being withdrawn for heavy overhaul on 29 September saw W24 *Calbourne* carrying a different smokebox shed code plate on each day. For the last ten years W24 has carried a replica 71F plate because this was correct for the early-BR 'lion and wheel' livery, but changing the plate was overlooked when the later crest was applied more recently. On Saturday 28

September *Calbourne* carried a replica 70H shed plate kindly donated by Nick Brodrick, Editor of *Steam Railway* magazine. This was fitted as being correct for the current livery and the end of steam. Shed plates were usually seen with the characters and borders picked out in white, and this was how Nick's replica plate was presented. However, because no photographic evidence can be found showing Island 02s carrying shed plates with white borders and characters, these were over-painted in black. Sunday 29 September was *Calbourne*'s final day in steam and for this special occasion she carried a genuine 70H cast iron plate which is

marked clearly on the back 'BR (S) E'.

The more observant will notice the differences between the two 70H plates. The genuine 70H plate has been kindly donated to the Railway's collection by Glenn Roofthoof.



### Our 'Laughing Cavalier'

Clive Miller explains the connection

VOLUNTEER STEVE KNAPP, also known as 'The Laughing Cavalier' (and, yes, he is familiar with the nickname and just laughs even more), was guard assist on one particular day back in April. As ever, Steve was his usual friendly self, engaging passengers in conversation, when one lady asked if she could take a photograph of Steve '... to capture his lovely smile', and promised to forward the image.

Well, it seems the lady, Gill Brent, from Addiscombe, Surrey, went one better and painted a portrait of Steve. In fact, she not only painted it, she framed it and forwarded it to him as well. It was one morning in early-September when I presented Steve with a parcel which had been hand-delivered a few days previously. We both were intrigued and surprised that a parcel should have arrived for him at the Railway and Steve wasted no time in unwrapping the package. It's fair to say that Steve was floored - and I was pretty surprised, too!

Now, I appreciate that Gill's watercolour will probably never make it into the Wallace Collection and hang alongside the original *Laughing Cavalier* by Dutch master Frans Hals but I think it's a great picture and a fantastic gesture from a happy customer, and it's indicative of the high level of customer service that we offer here at the Isle of Wight Steam Railway.



Steve Knapp with his painting. Clive Miller



# From the archives



Chosen by  
**Roger Silsbury**  
and  
**Roger Macdonald**

An aerial view of the mill circa 1926. The halt can be seen below centre left, with the road crossing. Slightly above and to the right is the company office building with the wagon repair shed above, and behind is a rake of wagons curving towards the tippler house. Beneath the smoke the line of the tramway passing underneath the railway can be discerned, leading to the large area of clay pits. Vessels loading cement may be seen lower right.  
IWSR Archive/R Brinton collection

For this issue we feature one of the smallest stations on the Isle of Wight, the short workmen's Cement Mills Halt. However, the workings to and from the cement mill were interesting.

## Cement Mills Halt

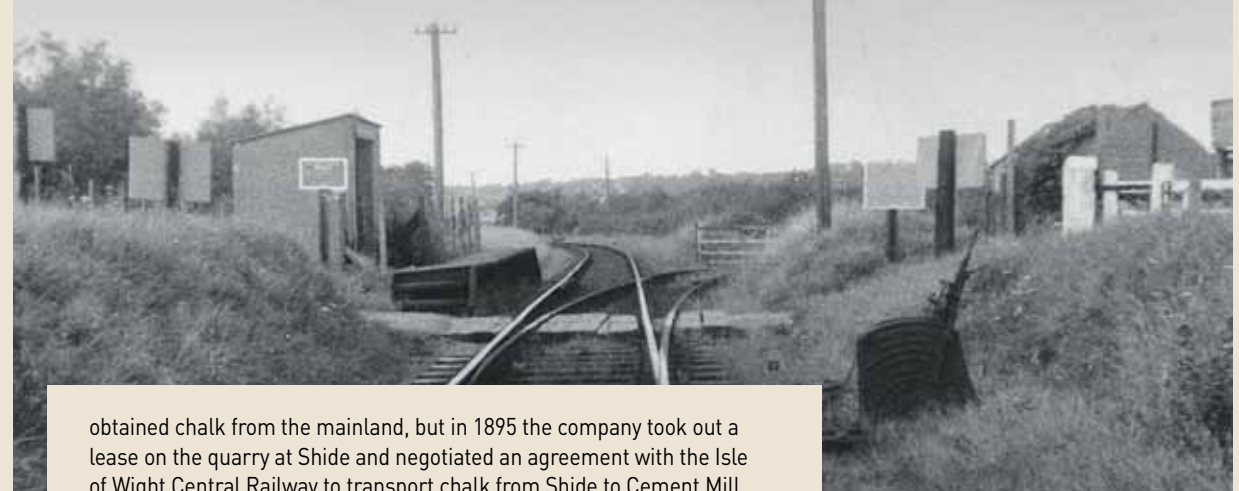
A CEMENT MILL had been established circa 1841 on the west bank of the River Medina about 1¼ miles north of Newport by Charles Francis and Sons on land leased from William Ward of Cowes. When the Cowes & Newport Railway was being planned, Francis objected because the railway would bisect its land. Although Francis was granted rights to lay track across the C&NR on the level in order to serve its clay pits to the west, eventually a bridge was constructed about five chains north of the halt to take the tramway under the line.

It is not known exactly when Cement Mills Halt was opened but it was in existence by 1870 and was situated on the Down, west side of the line immediately north of the road leading to the mill. It was a narrow, timber structure about 60 feet in length and without ramps, access being by steps at the Newport end. It was rebuilt around 1911, and also provided with a ramp at the Cowes end and a small shelter, but no other facilities.

Cement Mills Halt is best known as the destination of chalk quarried in the pit at Shide. Originally Francis



The halt, looking towards Cowes in 1905. At that time there was no gate across the siding. IWSR Archive



This view was taken slightly further back and includes the level crossing which afforded road access to the mill. The halt now boasts a simple concrete shelter. The single lever ground frame was unlocked by an Annett's key on the train staff and operated an economical facing point lock for the main line points and a trap point in the siding. Note also the gate across the siding; this still exists hidden in the undergrowth! L CEM 0003

obtained chalk from the mainland, but in 1895 the company took out a lease on the quarry at Shide and negotiated an agreement with the Isle of Wight Central Railway to transport chalk from Shide to Cement Mill, subject to a minimum annual amount of 30,000 tons.

A siding facing Down trains was installed opposite the platform and branched off into the mill. Within the works there was a run round loop, the siding continuing to a tippler where wagons loaded with chalk could be emptied. Later a short siding was laid leading to a former stable block and used for wagon repairs. The quarry at Shide was also rail connected at the same time.

Part of the agreement was that Francis would provide its own wagons. The origin of the wagons has not been determined, although all had an end door for tipping at the mill. There were 30 and were of four-plank height and may at one time have had drop sides. A further five, slightly larger, wagons were obtained about 1923, and were five planks high and also had side as well as end doors. They are believed to have been built by the Midland Railway Carriage & Wagon Co Ltd and have affinities to contemporary mineral wagons, but may not have been new for the Island. Following closure of the mill in 1944 as a producer of cement, seven wagons were shipped back to the mainland and used at Beeding Cement Works, near Shoreham.

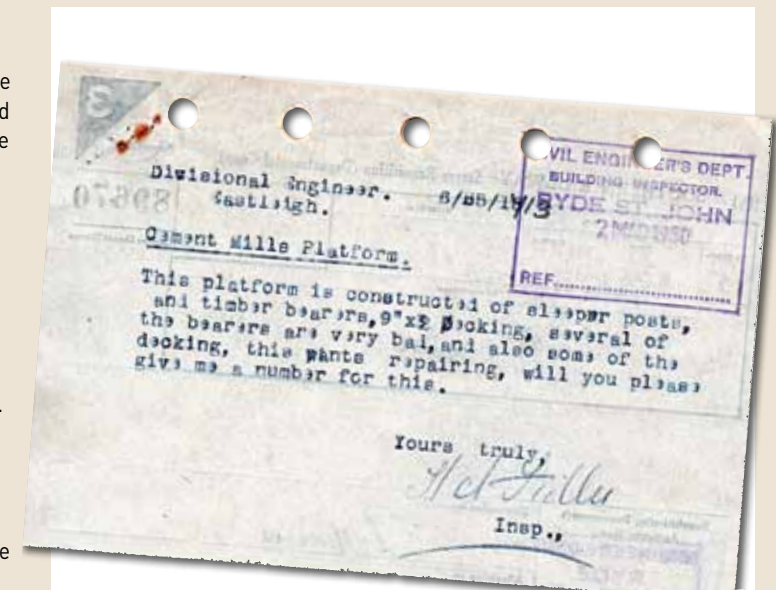
No photographs of chalk trains from the pre-Grouping era have been found and details of the early working of the trains are similarly scant. The working of the chalk trains was unusual in that they were propelled from Shide, through Newport station, and to the mill.

Prior to the First World War there seems to have been only one dedicated working at Shide with the mill being serviced by workings from Medina Wharf. An extract from the Isle of Wight Central Railway working timetable dated 1/10/22 until further notice shows that loaded trains departed Shide at 7.0 am, 1.25pm and 6.13pm, although only the two afternoon workings are shown as continuing to the mill. The morning working possibly combined with one to Medina Wharf, but this is not certain. In the 1930s, Southern Railway working timetables show a similar pattern, although the lunchtime train ran about 30 - 40 minutes earlier and the evening one departed at about 9pm; times varied according to season and year. The empty wagons were worked back to Newport as a return working of the loaded train, but the times of onward movement to Shide are less clear.

Although there was a loop within the mill siding, this seems to have acted as purely inward loaded and empty outward roads. After the loaded wagons were left at the mill they were cable-hauled one at a time to the tippler. 🚂



The halt seen in February 1966. A E Bennett / IWSR Archive



THE FILE FOR CEMENT MILLS (0000/8156) contains correspondence between Inspector Fidler and his superior at Eastleigh. Matters dealt with include the tightening of the holding-down bolts of the timbers on Cement Mills bridge 31 (the viaduct) in 1947 and again in 1950, the deteriorating state of the level crossing gates, and the platform itself.

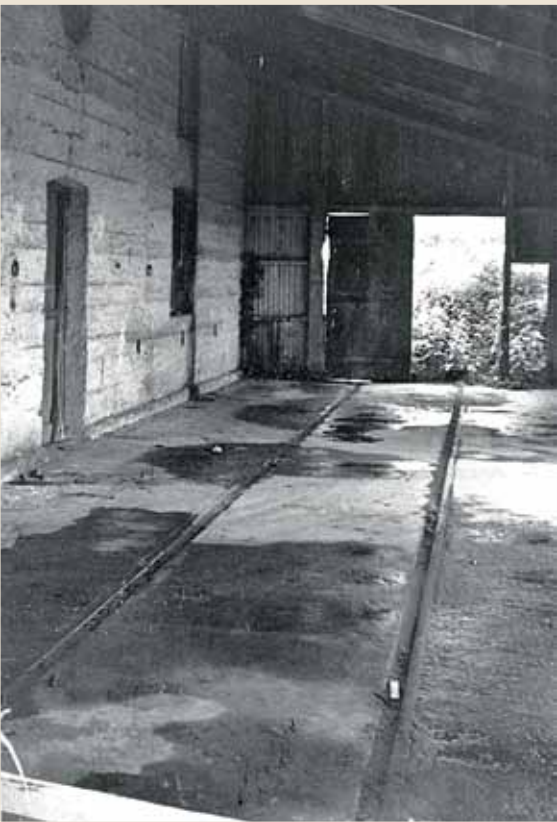
Being of timber construction, it is obvious that decay would set in and repairs would be needed from time to time. Reproduced is Inspector Fidler's request to Mr Restall at Eastleigh and the latter's reply seeking an estimate of the likely cost. A prompt reply from Inspector Fidler resulted in sanction for the work to be carried out, allocating charges to Code 13/624.

A mere ten months later in January 1951 more repairs to the platform were required but it took until July 1951 before the work was completed. 🚂



Right: Just south of the halt the railway crossed the original mill pond on a substantial viaduct. The original structure was timber and was rebuilt in cast and wrought iron in 1880. Additional strengthening was added by the Southern Railway. IWSR Archive

The three photographs below were taken in 1964, long after the facilities were last used.



Above: The inside of the wagon repair shop. AB1133

Right: The tippler house with the siding in the foreground. AB1134



Above: The wagon tippler, twenty years after last being used. AB1135



From the archives  
Cement Mills station

# Tickets to and from Cement Mills Halt

Tickets are shown actual size

FROM TICKETS SEEN it would appear that only Cowes, Mill Hill and Newport stations carried printed stock: other stations would have used blank stock, filling in the destination. Cement Mills Halt did not issue tickets as an originating station. Alighting passengers would have had their tickets collected by the guard.



TI/2013/0224



TI/0000/0199



TI/2013/0240



TI/0000/0269

8880 is an example of a Second Class Single from Cowes, dated 01 MY 63. A fare increase had taken place since the stock was printed and the booking clerk has amended the printed 8d to 9d by hand.

2441 similarly is a Second Class Single, dated 05 SE 65, but by now inflation has set in with the fare amended by hand from the original 9d to 1/-.

0046 represent the outward portion of a Second Class Cheap Day Return from Mill Hill, dated 09 AU 65. By now new stock was issued with British Railways Board conditions and on buff card.

An example of blank stock issue is 5840 for an Ordinary Return, valid for three months, from Ryde Pier Head. Dated 16 AU 64, it has been endorsed by a rubber stamp for issue as a child ticket. Note the destination filled in by the booking clerk – Newport Cement Mills – when the official description was Cement Mills Halt. The ticket has been clipped by nippers showing the outline of a ship.



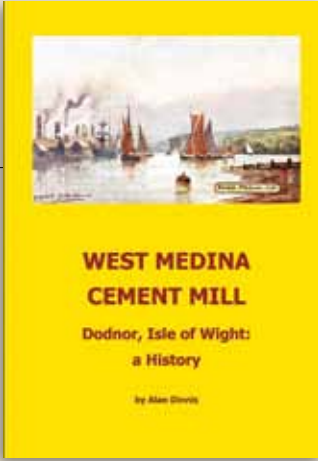
TI/2014/0114 and  
TI/2014/0115

0760 and 0761 form a natural pair of and Adult and Child Cheap Day Returns, dated 20 FE 66, the last day of issue. Interestingly, Southern Railway Third Class blank stock was still being used right to the last. The last daylight train to stop at Cement Mills Halt was hauled by W24 Calbourne, and the last passengers to board were George Wheeler and Richard Newman, both involved with the fledgling Wight Locomotive Society.



TI/2019/0109

6321 is an example of a Southern Railway Third Class Single from Newport at a fare of 2 1/2d. It is dated 6 JN 44, a significant date in history. During the war years about 45,000 tons of cement annually was produced at Dodnor, but the last cement was made on 30 June 1944. Thereafter the halt would not be used by workers at the mill. 🚧



FOR THOSE WISHING to discover more about the industrial archaeology of cement manufacturing and its associated social history, the undermentioned book will be of interest. The book was reviewed in IRN 72, page 33.

Dinnis, Alan. *West Medina Cement Mill. Dodnor, Isle of Wight: a History*. Published 2016. ISBN 978 09504 12634. Price £10 and obtainable from the shop at Havenstreet.

A 14-minute film may also be viewed on the East Anglian Film Archive website; entitled 'Cement', it was shot in 1934 and includes some railway operations. 🚧



Last sight of the remains of the halt platform revealed by clearance of undergrowth in connection with access road improvements, taken on 12 August 2010. R A Silsbury





# Growing up on the lineside

Cowes and Mill Hill stations  
recalled by **Bob Barton**

THIS IS NOT A STORY about those special holidays on the Isle of Wight, travelling with family on the trains, but the recollections of someone who grew up with O2s and E1s trundling by the house in which I grew up.

My earliest experience of the Island's railways was coloured by where we lived and it formed my fascination at an early age. Our house in Gordon Road, Cowes, backed onto the embanked line between Cowes and Mill Hill – in fact, we were in exact alignment with the last signal gantry before the tunnel leading to Mill Hill.

As I grew up it was hard not to be beguiled by the little tank engines rolling by on the embankment. From my bedroom window they were at the same level – what a view for a young impressionable lad!

My father had taken me on the Sandown line in 1956, just before it closed, but at the age of three I think my recollection is more implanted than remembered. But how was I to resist the lure of those O2s passing so close to the house? As a young boy, I would go onto the railway bank

and get as close as I could to the passing trains. I always knew when one was coming because the dog used to sleep on the other side of the bank and for some reason would always cross back to the house side before the train passed. Amazing.

Of course, I got to know the drivers, not by name, but they always waved, and I can still recite the names and numbers of all the engines by heart. I couldn't understand why some disappeared. I remember distinctly not seeing W25 *Godshill* for ages. It was probably a good job I didn't know it had 'died'. What happened to W4 *Wroxall* too? At the time, I was never quite sure what was different about it compared to the later numbered engines, but I did know it had different wheels.

Putting coins on the track was fun, although incredibly difficult to find them again in amongst the ballast once the train had passed, but worth the effort nonetheless. I still have some

Left: **Cowes station in 1970 complete with extensive buddleia.** Bob Barton

squashed pennies now, but only one threepenny bit, which must have been a good proportion of my pocket money at the time. A waste? No – priceless!

As soon as I was old enough (about seven) I ventured to Cowes station to take a look at the stationary O2s and the strange run round manoeuvre where the carriages were allowed to roll back once the engine had cleared Denmark Road bridge and, of course, to talk to the drivers. They were always friendly considering I must have been a pain with all my questions. I also went to Mill Hill where I could watch the engines emerge from the tunnel with a whoosh of steam and smoke. Strictly, I had to buy a platform ticket which was tuppence, I think, but I didn't always. There were two quite different booking clerks at Mill Hill and I well remember one named Mr Cade (I think). He was always kind and welcoming and showed me Southern Railway printed tickets which I would try to buy (tickets to Cement Mills and Cowes were within pocket money territory). The other clerk was (and, please, excuse my language here) a miserable old sod. He really thought I was a nuisance. On one occasion I tried to buy a ticket (to keep naturally) from him, a First Class Single to Cowes, hoping it would be SR printed. After much moaning, he found one and I was so pleased that I would be able to add it to my collection. Unfortunately, he emerged from his office with it, took my hand and insisted I catch the train. I said I only wanted the ticket but he wasn't having that. The amazing thing was he actually needed to unlock a First Class compartment (they can't have been much used!) and despite my resistance forced me in. Not a pleasant experience and I don't know why he was so difficult.

It wasn't long before the drivers at Cowes let me on the footplate and later, joy of joys, ride with them on a trip to Mill Hill. I had to be careful there of course because without a ticket I would have been for the high jump, but the driving crew always knew when Mr Cade was on and tipped me the wink that it would be "okay today". At Mill Hill Mr Cade duly ushered me out of the station without any fuss and a cheery "see you again". Old 'misery guts' would have been apoplectic if he'd seen me get off...

It seems such a simple thing now but what wonder, the crew used to sit me on a wooden box in the cab. I recall the heat, the bewildering array of levers and the sheer



**Cowes station in 1965.** Bob Barton

fascination of it all. I was in heaven. Health and safety would have a fit now, I'm sure.

Holidays when I was ten years old (yes, we were allowed out then as kids!) meant a Runabout ticket with three other friends. We bought these every August for five bob (five shillings – or £0.25 in decimal) and for us four boys together it was a magical week, travelling in our own compartment (naturally at each stop we crowded the windows to make it look full) to all the places we wanted, usually to go swimming and pop a few pennies in the arcades. And it was always sunny, of course.

This continued until I was 12 when it was duly announced all lines would close. How I hated that bloke named Beeching – ruining my main source of amusement. But then a reprieve! So, we had another Runabout the following year, in 1965, but little did we know that we were on borrowed time.

Back at Cowes the staff let me behind the scenes, into the parcels area, the booking office and even the old refreshment room. I was given a handful of parcel labels for various Isle of Wight stations which I still have.

At Newport, there was also a very friendly booking clerk. He was quite young, I remember, and was always good for a few questions and some old tickets. He showed me a 'tickets from all IOW stations' handbill from 1948, with 'see the Island by rail' as the strapline. I did so desperately want to keep it. Also at Newport, I used to wander around the goods yard and over to the old FYN station via a winding path, which was bounded by two high-sided metal fences which created a strange hollow echo sound as you walked through. You could walk along the viaduct as far as Hunny Hill too.

On to 1966 and the end, I even managed a trip all the way to Newport on the footplate in that last six months although, sadly, I didn't have a camera until I was 13 and so took very few pictures.

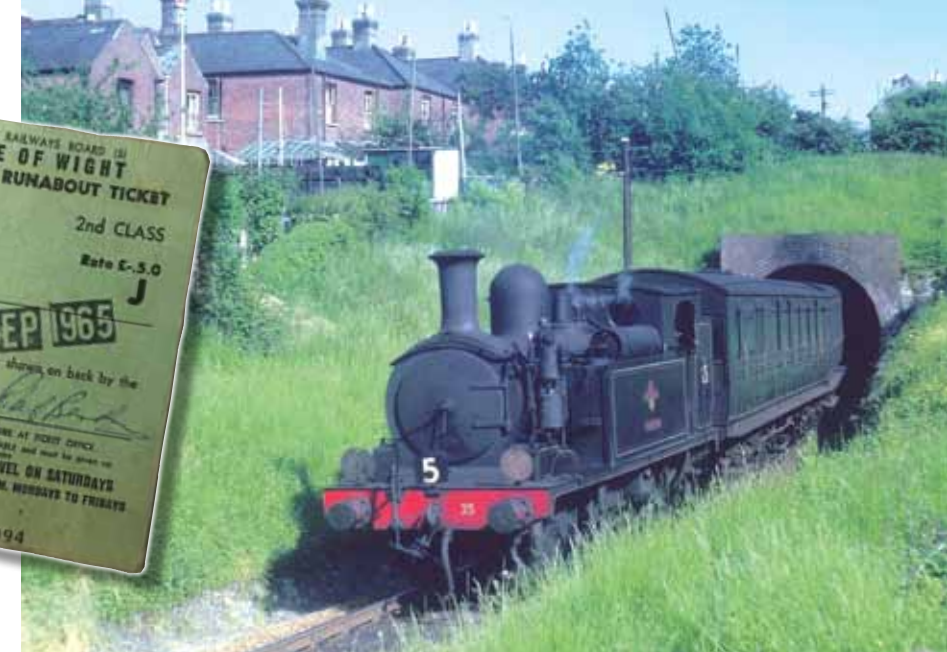
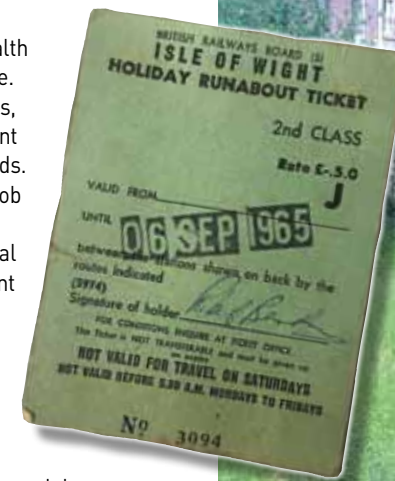
At the death, I took one last trip to Newport to plead with the kind booking clerk for that 1948 leaflet. Amazingly he gave in and I still have it, reproduced here.

Over the next few years I watched the decline and decay. The odd works train came by our house and when one appeared at Medina Wharf I was there like a flash to talk with the engine crew.

Eventually of course the tracks were lifted. I took some photos of Cowes just before that, with the buddleia rampant across the old formation. Then I noticed the scrap people had cut down the signals. I waited until dusk, walked along the line and managed to undo one of the SR signal finials, which now adorns my garden shed.

I still have a lot of tickets from my exploits and will shortly donate them to the IWSR, along with that 1948 handbill and a few others from the mid-sixties. Sadly, I didn't get any posters except for one entitled 'Repairs to Ryde Railway Pier', not the most exciting.

I never did get to thank the staff for all their kindness so if they are looking down – thank you, you made a small boy very happy. 🚂



**W25 Godshill leaving Mill Hill Tunnel in June 1962.** A E Bennett / IWSR Archive



Above: **The rescued finial.** Bob Barton

Below: **The Cowes Down Home signals and the Up Advanced Starting signal. Just beyond are the parapets of Binney Hill bridge above St Mary's Road. The finial rescued by Bob can be seen atop the lower doll on the bracket. Operated by lever no 18 in Cowes box this signal controlled movements into Platform 2.** Bob Barton







1



2



3



4

# Island Line Rolling Stock All Change

Observations by Alan Paterson

IN *IRN* 83, we published a letter from life member Alan Paterson, accompanied by a couple of his photographs taken in 1988 showing BR Class 33, 33117 hauling a train of 1938 LUL vehicles, all destined ultimately for the Island's Ryde - Shanklin line. Alan has now kindly submitted several more photographs from his collection, together with the following narrative.

THE HISTORY of the Island Line's association with former London Transport tube stock has been well documented elsewhere. These few words and images are all my own, as someone who has had a life-long interest in Island railway matters and through my then day job, was fortunate to be able to witness some of the events of 1989/1990.

The images are arranged in the order I witnessed the events concerned, commencing with the transfer of the second ('new') 1938 unit to the Island, followed by the return of a pair of ('old') cars to the mainland, and culminating with the transfer of the heritage five-car set under its own power from Fratton depot to Wimbledon depot.

The transfer of the Island tube stock during this time had to be planned around the sailing times of *MV St Cecilia*, the only ferry operating between Portsmouth Gunwharf and Fishbourne with adequate height clearance for the lorries and their tube car loads.

If traffic or other delays caused the lorries to arrive late at either ferry terminal, this could lead to periods of extended downtime while awaiting the next sailing of *St Cecilia*.

In addition, limited space, particularly at Sandown yard, prioritised the lorry carrying the unit bogies as the first in the queue to unload its cargo, for obvious reasons, whilst those carrying the vehicle bodies would await their turn to enter the yard.

The bogies themselves would usually require a limited amount of hand-shunting to correctly position them for the lift.

We now watch with interest to see how the next generation of former London Underground stock is received on the Island.



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4. Car S29 (LT 5293) being reversed down the steep and sharply curved exit of Sandown yard. 28 September 1989.
5. Cars S4 & S29 at Fishbourne ferry terminal awaiting *St Cecilia*. Their bogies are aboard the Dreadnought in the foreground. 28 September 1989.
6. Car S95 (LT 7292) traversing the Island roads en route from Sandown to Fishbourne. Viewed from the cab of the lorry carrying car S6 (LT 3084). 14 March 1990.

7. The heritage train consisting of cars S7 (LT 3209), S49 (LT 7296), S27 (LT 5279), S44 (LT 7281) & S2 (LT 3706) (car S2 now leading) paused with signalman's permission, just north of Buriton Tunnel to ensure there were no signs of any hot boxes or other issues. All was well. 18 October 1990.
8. After reversal at Clapham Junction (Windsor side), and heading down the East Putney line, the heritage train is seen in platform 3 at Wimbledon, before reversing back in to Wimbledon Depot. 18 October 1990.

- Photo captions**
1. Car 222 (LT 11221) of unit 002, in the process of being lifted off its bogies and onto lorry for the journey to Sandown. Fratton goods yard. 25 September 1989.
  2. Cars 122 & 222 (unit 002) awaiting their turn to board *St Cecilia* at Gunwharf ferry terminal, Portsmouth. 25 September 1989.
  3. A tight fit. Cars 122 (LT 10221 - left) & 222 (LT 11221), of unit 002 aboard *St Cecilia* en route to Fishbourne.

## POSTBAG

### Signalling at Merstone

Dear Sir

The article on Merstone Junction explained to me a number of facets of operating this station but I would comment that the signalling layout was not fully bi-directional. Whilst Newport to Sandown, and vice versa, trains could use the up loop [No 1 Road] in both directions, the down loop, from which

the Ventnor West trains departed, was available only for Sandown to Newport workings as well as Ventnor West trains.

This is evidenced by there being only one signal post in advance of the points leading to the Ventnor West line as pictured on page 39.

In SR signalling practice the signal arm applies to only one route: if the facility to choose multiple routes was required a bracket signal would be provided. Alternatively the single

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The Editor reserves the right to edit letters and stresses that the opinions expressed are not necessarily those of the magazine or The Isle of Wight Railway Co Ltd.

post would be equipped with a route indicator, as for example the Up Home signal at Ryde Pier Head. If such an indicator had been provided it would probably have displayed 'S' for Sandown and 'V' for Ventnor West.

Finally the bottom picture on page 40 must have been taken after the Ventnor West line had been lifted and the signal box locking simplified as the 'to Newport' Starter on what was the Up loop has been

removed, there no longer being any need for bi-directional working as the Ventnor West line no longer existed.

**Peter Clark**  
Life Member 4068

**Roger Silsbury replies**

Peter is quite correct in his observations and comments. I agree that the signalling arrangements did not permit full bi-directional working, in that an Up train for Sandown could not be routed through No 2 Road as the interlocking

did not permit a fixed signal indication from No 2 Road to the Sandown single line. However, a train from Newport could be signalled through onto the Ventnor West branch, so the limits of bi-directional working were governed by the track layout. Incidentally, the running lines either side of the island platform were not designated as Up and Down lines but as Nos 1 and 2 respectively, although the sidings did have Up and Down designations. It was an interesting arrangement.

### Ticket spelling

Dear Sir

The item on Wroxall in the archive section of *IRN* 82 was of great interest. However, the spelling of the station name as 'WROXHALL' on the 1954 Runabout Ticket was not a 'one-off' error in the Ticket Print Shop.

Commercial circulars sent out to all stations from Waterloo or Divisional offices made this mistake on occasions, so it is not

surprising that the BRB Paper and Printing Division at Crewe (which would have taken over from production at Purley) perpetuated this error. In my Relief Clerk days, I know I worked at one office that had Edmondson tickets printed 'Wroxhall' but cannot now remember where. No doubt if District Auditor Viv Downer had found them he would have ordered them to be withdrawn and re-ordered, for he had started his career in Island ticket

offices!

Eventually - if printed stock was not held - it was necessary for issues to/ from the Isle of Wight to be issued on paper tickets because of the 'Private Settlement' shipping portion. Presumably it was impossible to ascertain blank card issues from every station on BR - a point made by Rail Retention groups when closure was threatened.

**Richard Newman**  
Life Member 19



Find them both at [www.iwsteamrailway.co.uk](http://www.iwsteamrailway.co.uk)

## TRIBUTE ALAN CRACKNELL

WE ARE SORRY to report the death on 8 July, of Alan Cracknell, a former South West Trains' manager who had responsibility for Island Line for a short period during the 1990s. Alan became a good friend to the Steam Railway, which he visited frequently, and was always willing to give his co-operation and assistance whenever needed, such as arranging special stops at Smallbrook Junction and providing rail replacement buses to Havenstreet when Island Line services were interrupted.

## WRITE TO *IRN* NOW!

Articles and letters relating to the Isle of Wight Steam Railway, *Island Rail News* and any other topics regarding railways on the Isle of Wight are welcomed.

**Deadline for articles and/or photographs for the next issue of *Island Rail News* is 1 January 2020.**

It would really help the magazine production team if articles or letters are submitted in an **ELECTRONIC FORMAT**. They can be supplied on disc or can be emailed to the editor at [irn@iwsteamrailway.co.uk](mailto:irn@iwsteamrailway.co.uk)

If photographs are supplied, a caption and photographer's credit should be marked on the back of the print, or attached, if a transparency.

Please enclose a SAE if you would like the photographs returned. Digital photographs should be supplied as high resolution images, again with a caption and photographer's credit.



# Membership Matters

Our Membership Secretary Allen Atley brings you the latest on all membership matters and would like to extend a warm welcome to the following members who have joined us in the last quarter.

6823	Mrs S Chilcott	Family	Isle of Wight	10/07/19
6824	Mr C Chilcott	Family1	Isle of Wight	10/07/19
6825	Christopher Chilcott	Dependent child	Isle of Wight	10/07/19
6826	Raff Chilcott	Dependent child	Isle of Wight	10/07/19
6827	Dylan Chilcott	Dependent child	Isle of Wight	10/07/19
6828	Lily Chilcott	Dependent child	Isle of Wight	10/07/19
6829	Mr B Holt	Senior citizen	Isle of Wight	10/07/19
6830	Mrs C Holt	Associate	Isle of Wight	10/07/19
6831	Mr M J Haywood	Senior citizen	Surrey	10/07/19
6832	Mr J Wiffen	Senior citizen	Isle of Wight	11/07/19
6833	Mrs J Wiffen	Senior citizen	Isle of Wight	11/07/19
6834	Miss A A Newberry	Senior citizen	Hampshire	11/07/19
6835	Mr K Spencer	Senior citizen	Berkshire	11/07/19
6836	Mr A Radestock	Adult	Isle of Wight	18/07/19
6837	Mr P Hunt	Senior citizen	Surrey	18/07/19
6838	Mr J L Patten	Adult	North Yorkshire	18/07/19
6839	Mr J W Earley	Senior citizen	Isle of Wight	18/07/19
6840	Mr R A Flatau	Senior citizen	Surrey	18/07/19
6841	Mr J Gayford	Senior citizen	West Sussex	20/07/19
6842	Mr R M J Keyworth	Senior citizen	West Sussex	25/07/19
6843	Mr B Willison	Senior citizen	Bedfordshire	01/08/19
6844	Mrs B Layton	Senior citizen	Isle of Wight	06/08/19
6845	Mr B Pinchen	Adult	West Sussex	06/08/19
6846	Mr D Wentworth	Senior citizen	Buckinghamshire	14/08/19
6847	Mr J Yeates	Senior citizen	Northamptonshire	14/08/19
6848	Mrs D Yeates	Senior citizen	Northamptonshire	14/08/19
6849	Mrs S H Lush	Senior citizen	Isle of Wight	21/08/19
6850	Mr P R C Couper	Senior citizen	Hampshire	21/08/19
6851	Mrs J Cass	Senior citizen	Isle of Wight	21/08/19

6852	Mr R J Griffiths	Senior citizen	Isle of Wight	27/08/19
6853	Mr R G Lacey	Adult	Devon	27/08/19
6854	Mr T Baker	Senior citizen	West Sussex	27/08/19
6855	Mr M Niblett	Senior citizen	Northamptonshire	27/08/19
6856	Miss B Thomson	Senior citizen	Isle of Wight	28/08/19
6857	Mr C Baker	Senior citizen	West Sussex	03/09/19
6858	Mr D J Start	Adult	West Sussex	03/09/19
6859	Mr M D Saunders	Adult	Isle of Wight	05/09/19
6860	Mr M J Ford	Senior citizen	Essex	05/09/19
6861	Mr N Thomson	Senior citizen	West Sussex	11/09/19
6862	Jane Tutin	Adult	Buckinghamshire	11/09/19
6863	Mr G Weller	Senior citizen	Isle of Wight	11/09/19
6864	Mr R Cooper	Senior citizen	Isle of Wight	14/09/19
6865	Mr G R Priddy	Senior citizen	Hampshire	14/09/19
6866	Mrs H Owen	Adult	Isle of Wight	14/09/19
6867	Mr B F Ould	Senior citizen	Isle of Wight	17/09/19
6868	Mrs V Ould	Associate	Isle of Wight	17/09/19
6869	Mr P Jordan	Senior citizen	Isle of Man	17/09/19
6870	Mr S Harris	Adult	West Sussex	22/09/19
6871	Mrs Y E Jamieson	Associate	Wiltshire	24/09/19
6872	Mr D Owen	Adult	Isle of Wight	25/09/19

- At 30 September 2019 we had 1856 members of whom 38 were overdue July renewals.
- Please look carefully inside magazine envelopes for renewal notices as this is how notices are sent out.
- If your renewal date is July or October 2019 please check that you have not overlooked payment of your subscription.



On the footplate of Ivatt 2MT Class locomotive 41313. Above Fireman Chris Brown and below, Driver Tony Barry. Roger Millward



## Would you like to become a Member of the Railway?

IF YOU ARE NOT A MEMBER of the Isle of Wight Steam Railway and have enjoyed reading this magazine then why not join us?

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You will then receive all four quarterly copies of *Island Rail News* together with three free travel tickets each year.

For further information and an application form, please send a stamped, self-addressed envelope to:

The Membership Secretary  
The Isle of Wight Railway Company Limited  
The Railway Station, Havenstreet, Isle of Wight PO33 4DS



### Did you know?

Back numbers of most *IRNs* are still available to complete your collection. For more information email: [membership@iwsteamrailway.co.uk](mailto:membership@iwsteamrailway.co.uk)

### KEEP TRACK

of all the latest Special Events that are taking place at the Isle of Wight Steam Railway by clicking on our website: [www.iwsteamrailway.co.uk](http://www.iwsteamrailway.co.uk)

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