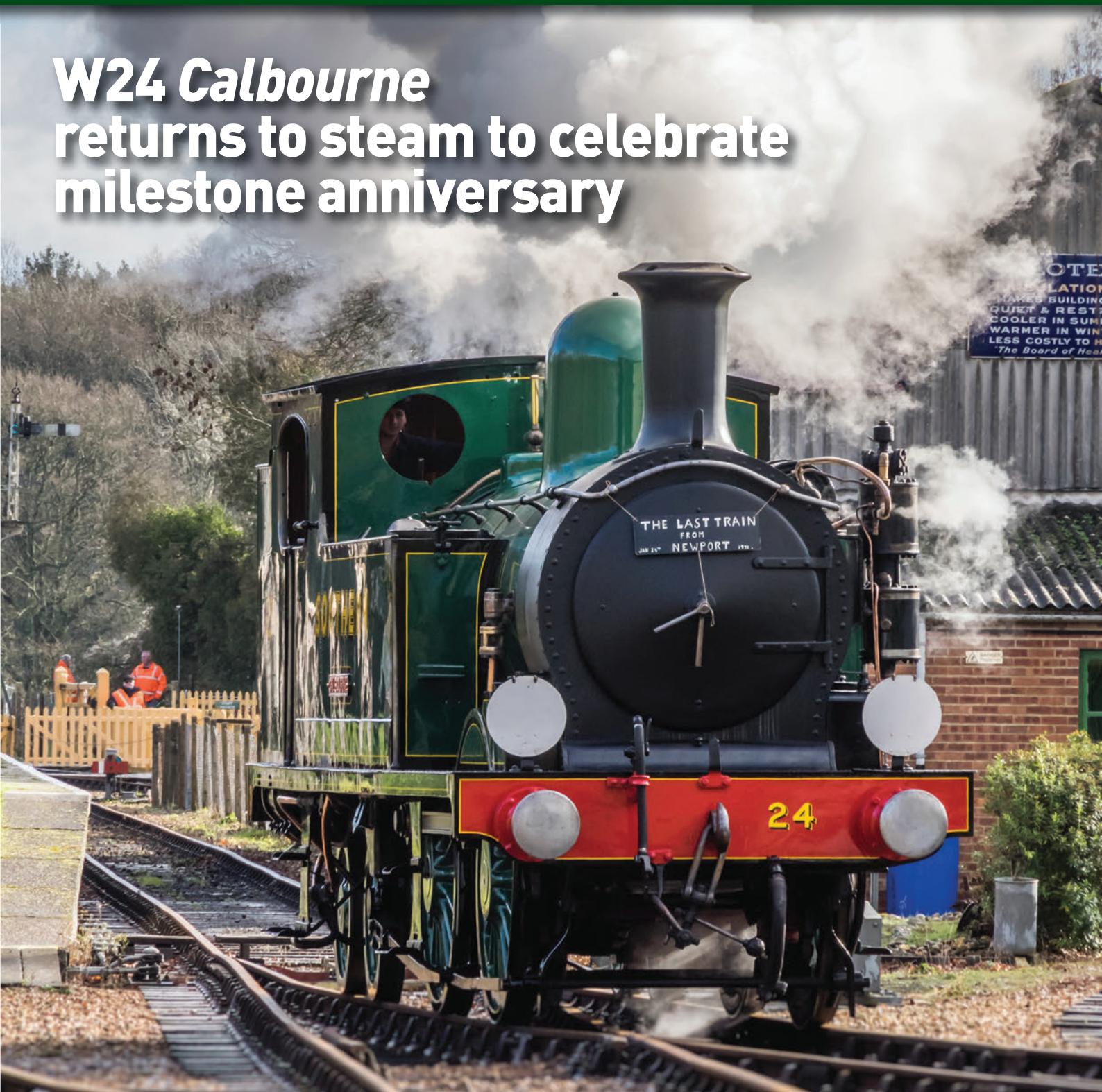


ISLAND RAIL **NEWS**

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

No 90 Spring 2021 £3.50

W24 Calbourne **returns to steam to celebrate** **milestone anniversary**



**A letter of
congratulations
arrives from
Windsor Castle**

**Progress report
covering the
£26M upgrade
of Island Line**

**'From the
Archives'
heads west to
Ningwood**

**Social history
from the FYNR
offices in
Newport**

Featured in this issue of *Island Rail News*

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Operating Department News Page 7



Workshop Files Page 10



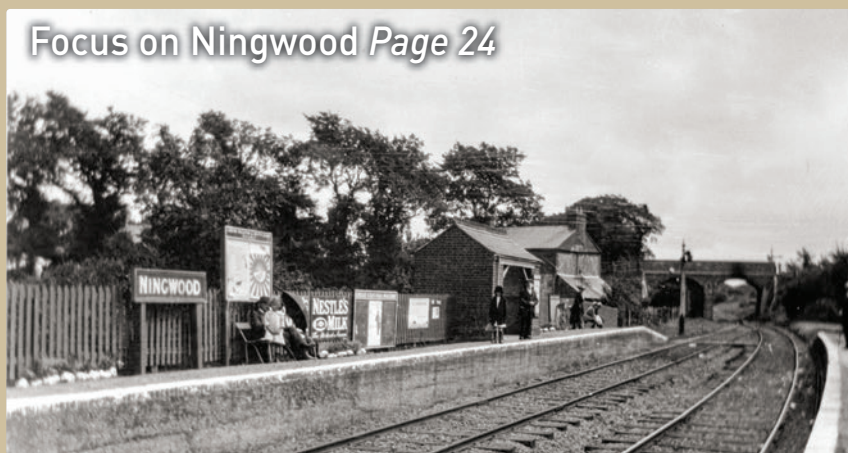
Drewry Railcar Page 15



Island Line Upgrade Page 18



Focus on Ningwood Page 24



Tales from the FYNR Page 28



Once Upon a Time Page 30



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Editorial

Since its launch in February 1999 *Island Rail News* has been led by its designer and Managing Editor Mike Lambert. However, shortly before the preparation of this issue was due to begin, Mike's health deteriorated and, very sadly, he succumbed to his illness on 20 May. We extend our sympathy to his wife Gerrie and the family. We will publish a full tribute celebrating Mike's life and contribution to the Railway in the next edition.

This issue has been designed by Meridian 3, an East Cowes firm whose proprietors knew Mike well, having worked together for many years at Crossprint. Having to understand the design protocols and then finding the window in which to design this edition has inevitably led to a delay in publication, for which we apologise.

Despite the coronavirus lockdown which endured throughout the first part of the year, this 40-page edition is packed full of news about recent progress at the Railway and also covers the first 50th anniversary celebratory event - the steaming of W24 Calbourne 50 years to the day after 'The Move' from Newport. Three months without published train services and thus no running repairs meant that plenty of activity took place in the locomotive and C&W workshops. Indeed, the workshop files in this edition extends to five pages. In the Gloucestershire workshop of Alan Keef Ltd the Drewry railcar has made excellent progress and it is anticipated that it will have returned to Havenstreet before this edition of *IRN* is published.

Of course, the Island's electric line between Ryde and Shanklin has also been closed from 4 January while undergoing modernisation prior to the entry into service of Vivarail Class 484 units. A five-page report covering the extensive upgrade can be found on page 18.

Our popular 'From the Archives' series continues and the focus in this edition is on Ningwood station on the Freshwater branch. We continue the FYNR theme with Alan Stroud's article about 16-year-old Doris Brimson, who started working in that company's Hunny Hill office in 1917 - although it seems questionable whether a great deal of work was actually undertaken!

As the Railway emerges into the sunlight of 2021, let's hope that the predicted 'staycation' phenomena does, indeed, materialise and that we're heading towards a bumper 50th anniversary year.

Stuart Duddy

IRN News Editor



ISLAND RAIL NEWS No 90 Spring 2021

ISSN 1465-623X

News Editor: Stuart Duddy
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Photographic Editor: John Faulkner
Designed by: Meridian3.co.uk

Published quarterly by
 The Isle of Wight Railway Company Limited
 The Railway Station, Havenstreet, Ryde
 Isle of Wight PO33 4DS
 Telephone 01983 882204
 www.iwsteamrailway.co.uk

Accredited Museum No 2395
 Member of Association of Independent Museums
 Member of Heritage Railway Association
 Member of The National Transport Trust

Patrons
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A registered charity and company limited by guarantee

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The Isle of Wight Railway Company Ltd

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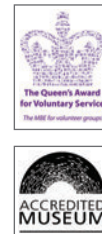


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ISLE OF WIGHT STEAM RAILWAY



Front cover photograph:
 W24 Calbourne re-enacting
 the Last Train from
 Newport on 24 January.
 John Faulkner

Chairman's foreword

by Peter Conway

WELCOME TO our golden jubilee year and to the full programme of events which are being staged for all to enjoy!

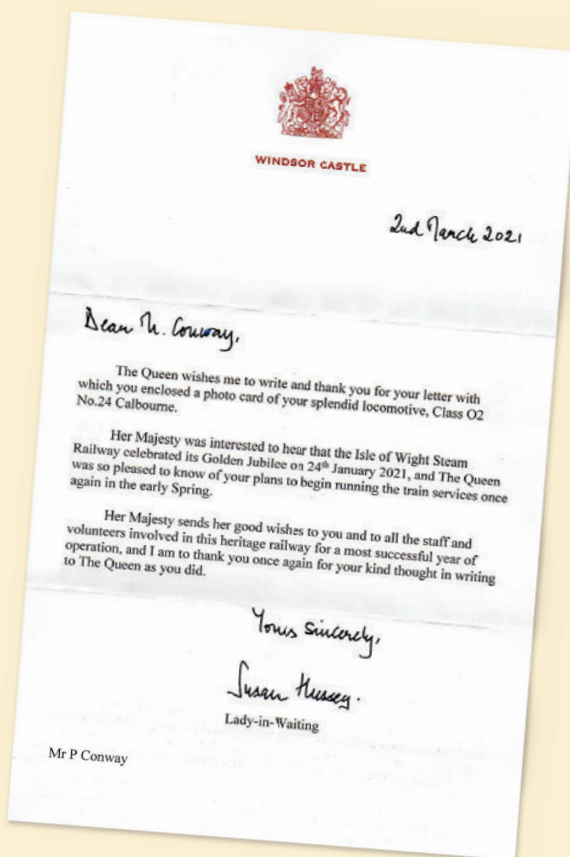
Let me take you back to the 24 January 1971 - the day of 'The Move' - when the Wight Locomotive Society's rolling stock was worked from Newport to Havenstreet. One of the four trains hauled by W24 *Calbourne* paused at Whippingham station where it was met by Alderman Mark Woodnutt, the Island's MP. From a leather despatch bag he was handed a letter addressed to HM The Queen. The letter advised Her Majesty that this would be the last train ever to stop at Whippingham, the relevance being that the station was used once by her great-great grandmother, Queen Victoria, and more frequently by guests visiting nearby Osborne House. The Queen's reply to that letter "so imaginatively conveyed" was received from Buckingham Palace a short while later and remains in our archive collection.

Forward 50 years, it seemed appropriate to write again to Her Majesty on

the occasion of our golden jubilee, explaining that from those early beginnings at Havenstreet, a wonderfully popular heritage railway had emerged. I made reference to the Whippingham scenario to put the anniversary into context. As can be seen, we received a most pleasant reply from one of Her Majesty's ladies-in-waiting.

An ambition for this celebratory year is to host another visit by a member of the Royal Family. Will it happen? The signs are good at the moment and a timetable for a proposed visit has been sent to the Lord Lieutenant's office. We await developments.

It is absolutely right that we should remember those who have contributed to the Railway's progress over the last 50 years but who are sadly no longer with us. This anniversary is the perfect time to do this. We will unveil a stylish memorial board at an appropriate time during the year. The board has approved the design and wording and a manufacturer has been identified. I am grateful to Stuart Duddy, Iain Whittlam, Jim Loe



and other long-standing members who have helped to create a list which now exceeds 230 names.

Finally, we go into the 2021 operating season with five locomotives 'in ticket' - W11, W24, 198, 41298 and 41313 and, for the first time in our 50 year history, we now have six bogie and eight four-wheeled carriages available for service. Added to this, the catering offer has moved upmarket and we have new

ticketing hardware. In short, we go into the new season in very good shape. Thank you to all those who have worked to put us into this welcome position. We look forward to seeing many of you at the Railway during what we hope will be a very special year. 🚂

A re-enactment of the handing of a despatch bag, containing a letter addressed to HM The Queen, to Alderman Mark Woodnutt, the then Island MP, that took place at Whippingham station on 24 January 1971 (see text). Exactly 50 years later at Havenstreet station are, left to right, Alex Hull, Peter Conway, Clive Miller and Liz Taggart.

John Faulkner



"Spring has definitely sprung on the Isle of Wight" reports General Manager Steve Backhouse

AS I FIRST PREPARED this report at the end of March, after three long months of lockdown, the sun was beating down over Havenstreet station, primroses adorned the lineside, W24 *Calbourne* simmered in the yard, looking splendid in her malachite green livery, and staff and volunteers were busy preparing the Railway for reopening.

There was only one thing

missing from this idyllic scene - visitors! At this time of year we should have been busy with families enjoying their Easter holidays. Whilst it is disappointing that we had to wait a little longer, we enjoyed the calm before what we expect will be a very busy summer ahead. With 2021 set to be the year of the 'staycation', many Island businesses are reporting strong advance bookings. The Railway is no

exception and we've already seen plenty of interest in our forthcoming special events.

CELEBRATING 50 YEARS

Back on 24 January we had hoped to celebrate the 50th anniversary of 'The Move' from Newport to Havenstreet with a guided walk and the re-entry into service of W24 *Calbourne*. In the event, the 'stay at home'

restrictions meant that the day's action could be witnessed only by a small group at the station. More positively, many thousands of people viewed *Calbourne*'s first moves via the webcam, and the resulting photographs received lots of coverage in the railway press.

Passenger services restarted on Monday 12 April when the next set of national restrictions were

lifted. This, of course, was a particularly significant day for the Railway, being 50 years since Easter Monday 1971 when W24 propelled the first train to Woodhouse crossing. Our birthday festivities needed to be a little more muted than we had envisaged initially. Nevertheless, we were able to look back with great pride over 50 years of achievement and welcome a number of the original

Celebrating 50 Years of the Isle of Wight Steam Railway

by Iain Whitlam

news

WHEN DISCUSSING ideas to mark the landmark 50th anniversary of the Isle of Wight Steam Railway, General Manager Steve Backhouse was keen to produce a celebratory publication. Conscious that Terry Hastings and Dave Walker tackled a history of our Railway 15 years ago, we sought a fresh approach, including contributions from a wide range of the many people who have made the Railway. A good number of these anecdotes are included, as are many of the trials and tribulations encountered during our 50-year journey.

Enclosed with this edition of *Island Rail News*, members will find a copy of our efforts. Further copies of *Celebrating 50-Years of the Isle of Wight Steam Railway* will be available for sale via the shop at Havenstreet. Our thanks go to Stuart Duddy for the solid groundwork putting the timeline together and Mike Lambert for taking all the cornucopia input and laying it out in a coherent way. Sadly, this was to be Mike's final project.

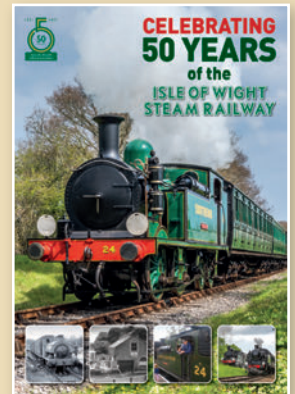
Inevitably, it has not been possible to include all the items submitted by members but we hope to publish some of these in future issues of this magazine. We are most grateful to all those who took the time to contribute. In keeping with Railway ethos, producing this book has been

very much a team effort.

What we hadn't bargained for when the editorial team set out to produce this book was the Covid-19 pandemic. Whilst we sought to find previously unpublished photographs wherever possible, lockdown has denied us access to some of the obvious collections. John Faulkner has helpfully managed to source material to fill the gaps. Meanwhile John Paton has been drawing on the same information to put together a display to go on show at the Quay Arts Centre, then at Havenstreet later this year. Much of the planning work has been possible online via Zoom meetings.

We hope you enjoy the result – be that an opportunity to learn about the challenges and the successes behind what you now see at Havenstreet or a joyful trip down memory lane. In the way that Andrew Britton captured the stories of the personalities that were the Island railways in his *Once Upon a Line* series of books, we have endeavoured to record the human aspects alongside the pioneering events and development of our preservation era before these stories are lost with the passing of time.

Enjoy the read! 🚂



volunteers whose herculean efforts 50 years ago made everything possible.

By the time this edition of *IRN* arrives with you we'll have enjoyed our 50th Anniversary Gala. With three Island locomotives in steam, this will be one of the highlights of our year.

Enclosed with this edition of *IRN* is your copy of our anniversary book, *Celebrating 50 Years of the Isle of Wight Steam*

Railway. Our thanks go to all the contributors and the editorial team for whom this project has been a labour of love. We hope that you enjoy reading about our 50 years of history and reminiscing about happy memories of times spent at the Railway.

A STRATEGIC PLAN FOR THE NEXT FIVE YEARS

As well as looking back

to the foundation of the Railway, I've been working with our board of directors formulating a strategic plan for the next five years. Full details can be found in the accompanying Annual Report. This is an ambitious, yet realistic plan that will see the Railway continue to advance.

The 16 strategic goals aim to keep us focused on the most important issues. These range from

key heritage projects, such as the restoration of the E1 locomotive W2 *Yarmouth*, to improvements to our volunteer management, marketing and visitor engagement. Perhaps the most significant goal is to progress the building of a new display hall, museum gallery and storage facility to be located alongside Train Story.

With Covid-19 still a live issue, we are ready for a

few more months of social distancing and restrictions on the Railway's activities. After a year of frustrations and lockdowns, we hope that the end is in sight and that some normality can return soon. In the meantime, we hope to see you at the Railway this summer – there really is much to which we can look forward. 🚂

Above: W24 *Calbourne* approaching Rowlands Wood on the staff training day, 31 March. Iain Pratt

News from the Boardroom

compiled by **Iain Whittam**, Company Secretary

WITH THE GOVERNMENT imposition of the third Covid-19 lockdown, various members of paid staff were flexibly furloughed. This has minimised expenditure whilst keeping enough staff at Havenstreet to allow 2021 planning and essential maintenance to continue. We investigated whether our business interruption insurance covered a coronavirus pandemic. Bubonic plague - a bacterial infection - is covered but, unfortunately not Covid-19, which is a viral infection.

■ We necessarily take attention of the Annual Health & Safety Report. There were fewer incidents in 2020, unsurprising with Covid-19 restrictions reducing operations and work generally. The Health & Safety Policy Statement has been revised to be less generic than previously and is aimed at promoting a safety culture, positively and without blame. For example, we encourage much more near-miss reporting, as this proactively identifies areas for improvement.

■ Various directors and managers have attended Heritage Railway Association 'Mutual Improvement Classes' on the subjects of Governance and Leadership, Corporate Structure and Infrastructure Maintenance. These reflect the Office of Rail & Road's keenness to enhance the professionalism of heritage railways. Some people have attended Competency and Assessor training courses, with a view to improving training capabilities.

■ The risk register was reviewed in March. This is a business tool, taking commercial and safety matters into consideration. Ranking does not necessarily align with Safety Management System risk assessments, which are specifically safety-oriented. For example, lack of coal would have serious commercial but negligible safety risk. Some business risks may be of significant consequence even if low likelihood: the coronavirus pandemic has illustrated this point!

■ All safety critical staff must receive pre-season training, duly recorded, before undertaking duties. This year has seen only one month's extra shutdown. Lockdown has precluded the usual physical pre-season training sessions and there are only minor rule and operational changes. To meet this situation, we have opted for an online briefing session with self-certification to acknowledge changes as a way of establishing competency.

■ A 'standard' budget was approved, to be tuned to reflect circumstances: until reopening, costs have needed to be tightly restrained, but we do need to progress essential work. We have relatively high fixed costs so the number of visitors and successful grant applications will be key to achieving income.

■ The February meeting was devoted to a 2021-25 strategic review, led by Steve Backhouse. This identified 16 achievable goals to progress, so we can concentrate

effort on delivering these key aspirations in a timely way. Projects cover from the 'obvious' - the pressing need for more interpretative display and covered accommodation for our expanding rolling stock collection - to people-oriented effort, to increase our volunteer base and enhance membership, commensurate with our size of operation. These were refined then agreed at the March meeting as a 'Five-Year Strategy: core principles and strategic goals'. Details are included in the Annual Report issued for the Annual General Meeting.

■ The AGM has been rescheduled from 22 May (when Covid-19 lockdown restrictions still preclude a meaningful physical meeting) to Saturday 17 July. Presuming these restrictions are eased as projected, we can return to welcoming members in person at Havenstreet for the meeting. As the operating season should be in full swing, the Railway will be open to the public. A private members-only day will not be possible, but we feel this is preferable to another Zoom meeting. We have introduced a new, visually-enhanced format for the Annual Report, with fuller accounting details available via the web page (or on request from Havenstreet).

■ Roger Silsbury stood down as Heritage & Learning Department manager at the end of 2020. We are most grateful to him for leading the team for the last three years; he will continue volunteering in the department. A team comprising Steve Backhouse, Roger Fruen, Steve Holden, Andy Merritt and John Paton are running H&L for the present, although we are looking for a successor to Roger.

■ H&L was unsuccessful in a grant application to assist with the full interpretation we would like for Class 483 unit 007 *Jess Harper*. It will nevertheless go on display in Train Story as soon as it arrives, in recently-overhauled condition, with (initially) stepped access and interpretation covering 50 years of the Ryde - Shanklin electric line. The interpretation video will be repeated outside the unit for those with restricted mobility.

■ Andrew Summers and Nick Felton have been fleshing out how to tackle the project to restore E1 Class W2 *Yarmouth*. Getting a boiler planned and into a manufacturer's schedule is the big hurdle - and rate-determining step. The board has accepted a flexible approach. In seeking quotations, we want a boiler with the correct external appearance for an Island E1 Class locomotive; but modern construction techniques offer ease of fabrication, compliance to current regulations and future maintenance advantages. The thinking is to progress mechanical and general work in-house, accommodated around gaps in other locomotive overhaul work.

■ An updated Carriage & Wagon Strategy was approved in January. This strategy should feed into Rolling Stock project plans, 'Train Story 2' design, budgeting and other requirements.

■ A memorial board to acknowledge the support of those who have played a part in the Railway's first 50 years but who are no longer with us lists more than 230 names. This reflects the extent to which the Isle of Wight Steam Railway is a team effort. Rather than work out how to continue updating boards (reminiscent of boards of honour in schools!), we are planning a book of remembrance for subsequent entries. Unveiling the board will be part of our 50th anniversary celebrations. 🚂





Operating Department News

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

WITH MOVEMENT restrictions caused by Covid-19 becoming tighter, Boxing Day services were cancelled, as were those published to operate on New Year's Day. Celebratory events planned to mark the 50th anniversary of 'The Move' from Newport on 24 January 1971 were also scaled back severely. With *Calbourne's* pre-Christmas boiler inspection having been postponed and the new inspection date not being until 3 February, W24 was brought into light steam and trundled around the station. Members had been urged not to attend the station in person but the proceedings could be viewed via the webcam. Located close to the ex-SR concrete huts in the corner of the station yard, the webcam is usually directed towards the platform. Thoughtfully, however, someone was on hand to spin the camera around whenever *Calbourne* was running round over the bridge.

With a third national lockdown in place for almost the entire period under review, I was furloughed for three days each week. However, that didn't prevent the usual group from progressing

our annual review of the Operating Rule Book but, rather than the usual meeting, deliberations were conducted by email and the occasional telephone call.

A combination of the effects of lockdown, coupled with the vaccine rollout, saw HM Government announce its roadmap for recovery, meaning that plans to start the 2021 season on 12 April could be made. This was four weeks later than intended but, coincidentally, 50 years to the very day

after the opening day of our inaugural season.

On Thursday 25 March W11 was steamed and operated a test train with SECR Brake Third 4149 and recently-out-shopped SECR Composite 6375. The train completed one full round trip of the line, running firstly to Wootton.

With the start of the season delayed, the four pre-season training sessions planned for the first half of March were cancelled but a training

day was arranged for Wednesday 31 March, when W24 and a bogie train operated for familiarisation purposes. The day offered the opportunity to undertake periodic rules exams for some and run several sessions covering the recent changes to the Operating Rule Book. However, all relevant staff had been asked previously to view an online presentation covering the changes and confirm by email their understanding.

With the new season approaching, a carriage cleaning session took place on 29 March under Chris Tagart's leadership, with the focus being on the bogie set. A further session on 8 April saw the four-wheeled carriages receive similar treatment. 🚂

Above: **W24 Calbourne.**
John Faulkner

Below: **Sprucing up the 4-wheeled carriages on 8 April.**
John Faulkner



Rail Infrastructure

Pete Corby, Rail Infrastructure Foreman

news

NO MAJOR works were planned for the period under review, it seeming prudent to stick to smaller projects given the uncertain situation at the time.

Renovation works have been undertaken to the lock operating mechanism on the farm crossing gates at Havenstreet. This crossing provides vehicular access between the station yard and the events field. A replacement for the existing chain system was installed using point rodding and rollers driven by a sliding plate. The existing crank fixings were also upgraded to improve efficiency. Thanks are due to the staff in the workshop for their help in fabricating some of the parts.

Elsewhere, we have continued our programme of placing hardwood sleepers into the line and have been lifting and packing the track using the BLH machine at locations such as the run-round loop at Wootton, Forest crossing in

Briddlesford Copse and Bridge 7, just east of Havenstreet.

The March working weekend was, as usual, focused on maintenance and inspection of fishplates. However, social distancing rules meant that a change to the usual routine was necessary because the Wickham motor trolley could not be used as a personnel carrier. On the Saturday, the seven-person gang completed the Wootton section in two halves, with a lunchtime break at Woodhouse crossing. The following day saw a trio of staff progress from Havenstreet's Down Distant signal to Ashey station crossing.

As Covid restrictions eased, the Friday Gang was soon back to something close to full strength. Again, transport issues could potentially have hampered arrangements but these were overcome with the gang undertaking work at Wootton station which has easy road access. 🚂

Telegraph Pole Update

from Stuart Duddy

WITH FISHPLATE maintenance continuing on the Smallbrook section, Easter Eve saw a short works train plying along the Wootton section for the purposes of undertaking maintenance checks on the telegraph poles. Specialist equipment measures the density of the wood and identifies where internal decay has set in. Poles are tested both externally and internally at and below ground level, the latter requiring the removal of some soil - clay, to be precise - to expose the usually-buried part of the pole. Of a run totalling 43 poles, we identified just one - near Wootton - that will require replacing in the not-too-distant future.

Unusually, the works train was hauled by Andrew Barclay 0-4-0DM shunter 235. 🚂



The train crew standing in front of DM 235 are, from left, Chris Parish, Steve Smart and Isaac Farnbank. Usually to be found behind the viewfinder, IRN's Photographic Editor John Faulkner is on the right.

Stuart Duddy

Wearing the necessary personal protective and fall-arrest equipment, Steve Smart is seen working atop the tallest pole along the run, near Havenstreet station. Stuart Duddy



Estates Department News

Chris Field, Estates Manager

THE WINTER SHUTDOWN has been a busy period for the Estates Department, with a number of jobs tackled. We have completely refurbished the booking office at Havenstreet. It has been painted both inside and out and we've installed new glass screens and carpet tiles.

In the events field, the two shipping containers which had been displaced by the events barn have been relocated away from public sight. Meanwhile, with thanks to Lindsay McComb and Paul Sturgess, the grassed area in front of the 'T' Junction has been turfed and a good start has also been made in laying turf and landscaping the area in front of and to the side of the barn.

Up the line at Smallbrook quite a significant job has been undertaken in replacing some of the main structural timber beams beneath the

platform which were showing signs of decay.

We have also replaced a number of the platform surface boards; the remainder will be replaced in early 2022. Work on the new shed for the generator is ongoing.

Many of our picnic benches were beginning to show their age. They have been given new feet and a coat of preservative. We have also purchased 20 new benches to increase our outside seating capacity.

In terms of utilities, a new broadband connection has been installed. Not only will this help with general electronic communication, it is also necessary to improve efficiency for the new booking office till system.

In closing, I pay tribute to the hard-working Estates Department team, including the paid staff and the volunteers who so generously give their time. 🚂



Some of the Estates Department team, (from left) Mark Gray, Phil Wyatt, Roger Colman, Chris Field, Keith Blayney, Graeme Smith and Nick Mills. John Faulkner



The newly-laid approach to the events barn and field and the new gravel path. Turf has been laid behind the rope fence and the area to the right of the gravel path will receive similar treatment. John Faulkner

HRH THE DUKE OF EDINBURGH

AS THIS EDITION of IRN was being prepared we learnt of the passing of HRH Prince Philip, The Duke of Edinburgh, aged 99. Given the circumstances, we thought it appropriate to publish a photograph of The Duke during his visit Havenstreet on 20 August 2001. Prince Philip is seen leaning from the cab of W24 Calbourne alongside Driver Ken West. 🚂



Brading Railway Station Visitor Centre

Vintage Tea Room
Food & Drinks All Day



Heritage Centre & Restored Signal Box

Open from 1st June to Sunday 31st October
Tuesday - Thursday 10am - 4pm
Saturday 10am - 4pm & Sunday 10.30am - 4.30pm
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By road - Station Road - Post Code PO36 0DY
01983 401222 or by email:
bradingstation@gmail.com

We will open on Tuesday
1st June 2021
(Covid-19 regulations allowing)
Please see web site for more details:
www.bradingtowncouncil.org

LOCOMOTIVE | CARRIAGE & WAGON

Compiled by **Andrew Summers**, Rolling Stock Manager and **Neil Rees**, Deputy Rolling Stock Manager

LOCKDOWN 3 endured for almost the entire period covered by this report and we again found ourselves under national restrictions which resulted in changes to normal working practices in both engineering workshops.

As the winter months gave way to better weather, the main thrust of the Rolling Stock Department was the preparation of locomotives, carriages and wagons for the forthcoming season. Both sections undertook routine annual (A) exams on all serviceable vehicles.

These must be fitted around other work that can take place only when we are not operating published services.

For steam locomotives, this involves annual boiler inspections which, this year, required more work, with two locomotives heading towards the end of their present ticket.

Behind the scenes, more clerical work has taken place. This includes exciting progress on a major project and undertaking accredited assessors' training courses to keep abreast of current best practice.

STEAM LOCOMOTIVES

02 Class W24 *Calbourne*

Shortly before the last issue of *IRN* went to press the official boiler test scheduled for 22 December was cancelled owing to the boiler inspector being unwell. Attempts were made to reschedule the visit but, unfortunately, a workforce impacted by Covid-19 and its restrictions, coupled with Christmas shutdowns, meant that the earliest date available was 3 February.

On Sunday 24 January, to mark the now-cancelled 50th anniversary event, W24 was again test-steamed to prove the outstanding minor defects. Part of the testing involved moving the locomotive under her own power within station limits, giving all the recently-assembled components a good 'shake-down'. In keeping with her appearance when *Calbourne* arrived at Havenstreet 50 years previously her paint livery was incomplete.

Wednesday 3 February saw *Calbourne* in steam again for the all-important boiler inspector's visit. Following a check of the steam systems the 'thumbs up' was given, later confirmed by the relevant paperwork.

Other outstanding work was then completed, the most time-consuming being the application of the SR 'Sunshine' livery. The driver's side was completed first, the majority of work taking place between Christmas and New Year when there were few people around and thus fewer interruptions. The fireman's side took longer as problems were encountered when applying the final top coat in near-freezing conditions. As a result, on 22 February, *Calbourne* was moved into the warmer environment of the C&W workshop. Final out-shopping was on 29 March in preparation for the pre-season training day when she performed faultlessly.

The original whistle valve has presently been refitted with a non-standard repair, the second replacement casting following the first back to the foundry. Both were defective owing to a large mass of metal and small cores causing porosity. We are now awaiting the third casting.

A1/x Class W8 *Freshwater*

Despite work being on hold some positive forward steps have occurred. On 19 January we were advised that our new saddle casting was ready to be machined on a borer at Stephenson's, the firm which has recently been undertaking work on one of the mainline new-build locomotives.



The machining was completed by mid-February and the casting was delivered to Havenstreet to await fitting to the boiler and frames.

The ever-reducing period before the 'Terrier 150' events in 2022 has seen increased co-operation between the various 'Terrier' owners, in terms of sharing drawings, patterns and advice. Our firebar patterns are presently on a grand tour of southern England - by the time they return to Havenstreet they will have benefitted three other railways.

A1/x Class W11 (*Newport*)

In early January W11 was moved into the locomotive workshop, primarily to attend to the extra work required for her annual boiler inspection. *Newport* has now seen seven years' use since commencement of the present 'boiler ticket'. In order to obtain an extension the boiler inspecting company had requested that the boiler be hydraulically tested this year. To facilitate this, the boiler fittings require removal and blanks applied, and a section of boiler cladding and lagging (collectively known as 'clothing') must be removed to allow access to a sample of the hidden plate-work.

For many years our 'Terrier' blanks have consisted of an assortment of plates made from whatever material was available at the time. With this being the first occasion that this particular boiler has been tested at Havenstreet, not all the blanks fitted and so a new set of machined plates was produced that will fit the boilers of both A1/x Class locomotives.

The visual test took place on 19 February with the hydraulic test following on 10 March. The final steam test was on 25 March. All gave a clean bill of health and the locomotive is again fit for service.



Above left: **Polishing brass fittings from W11.**
 Above (from top): **Chris Parish and Steve Smart working on W11's boiler.**
Removing the eccentric straps from W37 *Invincible* on the running line.
Smokebox and chimney removed from E1 Class W2 *Yarmouth*.
Gas bottle trolley originally from Newport locomotive shed.
 John Faulkner

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

Work on this project is presently on hold but some progress has been made, primarily to create space in the workshop. On Sunday 3 January the frames were lowered onto the wheels following fitment of the axleboxes and new Armstrong axle pads. The following week saw the distinctive outline of *Invincible* remerge as her smokebox and saddle tank were reunited on the locomotive before she was shunted into dry storage in Train Story. While being shunted from the works the disconnected eccentric straps were found not to be toppling freely and so, to prevent possible damage, they were removed. As a nod to the pioneering spirit of the IWSR, this was undertaken outside Havenstreet signal box, where most locomotive engineering work was undertaken during the early 1970s.

Hunslet 'Austerity' 192 *Waggoner*

Sunday 10 January saw the locomotive frames moved into Train Story for a few weeks, again to free up the limited workshop space.

Work on *Waggoner* slowed while *Calbourne* and the service fleet took priority but, by mid-February, work had recommenced, with the weather being unsuited to other activities. Work included the preparation of holes using a bespoke guide-cum-reamer-cum-tap which was made to order, and the fitting of crown stays which come in a variety of lengths depending on their position on the boiler radius.

Hunslet 'Austerity' 198 *Royal Engineer*

The 'Austerity' is presently proving why this class of locomotive is ideal for use in preservation. Having been used over the Santa Specials, the locomotive started 2021 with no outstanding defects or items requiring attention. Following a washout and the emptying of her bunker and saddle tank she was moved into Train Story in mid-January, leaving only briefly for her annual boiler exams. The visual exam took place on 3 February and her steam test on 10 March. Both were passed with flying colours.

Ivatt 2MT Class 41298

In common with W11, Ivatt 41298 is now approaching her next major boiler overhaul. Mirroring the situation with *Newport*, the boiler inspector requested that a hydraulic test should be undertaken as part of the annual inspections. This required removal of a section of boiler clothing and removal of boiler fittings and application of test plates, neither task being insignificant on the largest class of locomotive in our fleet. The three examinations were all completed in little over a month, resulting in the boiler being given a clean bill of health for the forthcoming season.

Other work undertaken included the replacement of the injector elbow casting which had been showing signs of ageing. This relatively straightforward project took more than 12 months after the initial order was placed, with Covid-19 causing the delay.

The dome test plug also required replacing as part of the hydraulic testing, its purpose at the highest point of the boiler being to allow all air to be expelled before the water pressure test can be applied. A new set of brake blocks of c1960s vintage was also fitted, the Ivatt Locomotive Trust having collected spares for future use. In the firebox, a new set of bars was fitted, some repairs to the rocking grate linkage were completed and some ash pan patches applied.

Ivatt 2MT Class 41313

This locomotive remains in Train Story in a serviceable condition, the only work being that required to prepare her for winter storage. The annual 'A' exam will be undertaken before use.

STEAM LOCOMOTIVES continued

E1 Class W2 *Yarmouth*

The E1 was shunted into the tent outside the C&W workshop in mid-January to allow better use of space in Train Story. This has become the locomotive's usual winter hibernation hideout in recent years.

Work on the locomotive has shown no physical changes but, behind the scenes, there has been plenty of research in preparation for placing an order for her new boiler. Contact has been made with 19 potential suppliers to identify those willing to undertake production and to seek estimates of likely costs. This has required countless telephone calls and emails. For the last few years we have been gathering drawings to progress this project. These have covered seven different boiler designs, and include recently-obtained copies of the Bagnall design.

The board meeting on 20 March received a proposal paper and the resulting decision now gives us flexibility to consider options in terms of design and materials. A good example is whether we opt for a steel firebox, as we did for the new 'Terrier' boilers.

DIESEL LOCOMOTIVES

BR Class 03 D2059 '*Edward*'

D2059 remains serviceable. In early March the new driving axle spring was installed, allowing one borrowed several months ago to be returned to its owner. We now also have a new spare in stock if required. The only other item requiring attention was the driver's door lock, to free the door which had been jammed in the closed position.

Andrew Barclay 0-4-ODM 235

Regular readers of this column will know that this locomotive is usually restricted to shunting within Havenstreet station limits. However, as can be seen below and elsewhere in this edition, 235 made a couple of sorties into the Wootton section and, indeed, reached the terminus on 3 April. A little more detail regarding the circumstances of this working will be revealed in the next edition of *IRN*.

BR Class 05 D2554 '*Nuclear Fred*'

'Fred' remains serviceable and on display in Train Story

Drewry Railcar 2

Work is approaching completion at Alan Keef Ltd near Ross on Wye. More detail about these finishing touches can be found in Terry Hastings' report on page 15 of this edition.



CARRIAGES

Covid-19 restrictions slowed work in the C&W workshop, with the Railway specifying that work should be undertaken only on those vehicles required to maintain the forthcoming commercial services. With the end of Lockdown 3, it is hoped that project work will recommence.

Bogie carriages 2403, 4149 and 6349

The bogie set remains available for service. As with all passenger vehicles, inspections continue on a regular basis during the winter, with all requiring their annual 'A' exam.

During the closed season, jobs which take more than a few days to carry out can be considered. With our ageing wooden-bodied carriages, loose screws are a recurring problem and so there has been a concerted effort to remove the offending items, doweling the holes and re-drilling. This is no small task when you consider the number of screws on a passenger carriage – well into four figures! Other items requiring attention were repairs to droplights, a number being removed to allow disassembly and a complete rebuild.

SECR Composite 6375

With the festive duty of providing a grotto for Father Christmas now behind it, and with an improvement in the weather, 6375 left Train Story for the all-important final checks and exams before entering service. These included double-checking the entire underframe and body fixings to ensure nothing had been missed. The only items requiring attention were the odd split pin which had not been opened fully. On 10 March, with a locomotive in steam, the steam heating was pressure-tested – no faults were found. On 25 March the carriage underwent a full-line test behind A1/x Class W11. During this shake-down the axleboxes were checked for overheating at every opportunity. One was found to be slightly warm to the touch after the first few miles but it was cold again by the end of the run. Following the run the carriage returned to the maintenance pit for more detailed inspection. Once completed, the paperwork was presented to the Safety Standards & Procedures Committee for final sign-off. On 31 March, after eight years of being out of service, 6375 was included in the train used throughout the staff training day. This allowed us to keep a close eye on the vehicle as the miles clocked up.

The missing transfers required to finish the exterior are still not in stock, so for the first few operating days the class numerals will be missing from some of the doors. However, with compartments being allocated to family groups to ensure social distancing this should not be an issue for our customers. The varnish-fix transfers are being screen printed by an Island-based company on paper we sourced especially from India. We have already trialled a few samples to ensure the correct ink density.



LBSCR Third 2416

The first day of shunting in 2021 saw 2416 being moved into the C&W workshop for bodywork attention. Originally this had been planned for 2020 but was delayed by the first lockdown. A few of the ply panels had started delaminating and required replacement but this could be done only after the mouldings had been removed. Some mouldings also required attention, although when work started it was found that not all were as bad as was first thought. Many simply required replacement filler but some, generally those closer to doors, required replacement. Most of the side commode handles also required removal and refitting to make secure.

Following the structural work, the paintwork is receiving attention. This is an ongoing task akin to the historic painting of the Forth Bridge. Work started with repairs to those areas of paint showing defects, continuing on to a full paint of panels without lettering or numbers, owing to the lack of transfers.

Internally, two compartments had their ceilings repainted and all the south side door panels were re-scumbled. The south side doors of our carriages suffer greater wear, being on the Up platform at Havenstreet where most passengers start and finish their journeys.

Four-wheeled carriages 2343, 2515, 4112, 4115, 6336, 6369, 6378 and IWR 10

All four-wheeled coaches remain available for service and, in common with the other vehicles, have all been put through their annual 'A' exams.

LBSCR 4-wheeled Third 2343

2343 entered the workshop at the start of January for routine paint repairs and a re-varnish. Many of the panels required corrective work to

the base-paint layers before varnish could be applied. With heavy use, some compartment interiors were starting to look tired and so, while in the workshop, all compartments had their ceilings sealed and repainted. The internal panels were also being stripped and re-scumbled, returning the interiors to a first-class finish (despite being a Third Class carriage)! 2343 departed the workshop on 15 February.

IWR 4-wheeled Composite 10

Being used only infrequently, the Oldbury carriage is still in tip-top condition but it was brought into the workshop to attend to some minor jobs. The first was to apply 'Do not lean out of the window' transfers. These are not authentic for the IWR period of the coach but such notices fulfil ORR recommendations. Other work included adjustment of one of the budget locks and touching-up paintwork on the brake pipes. IWR 10 departed the C&W workshop on 22 February.

IWR 4-wheeled First 21

Restoration of this Oldbury is presently on hold. However, the government's 'Stay at Home' message had a silver lining - allowing a volunteer working from home to turn the six seat legs required for the carriage.

LCDR Brake Third 4115

This is another project affected by the pandemic. To enable work to progress without delay as restrictions are relaxed, a review of the project plan has been undertaken. One of the main areas has been to familiarise ourselves with the drawings produced a number of years ago which cover the shortening of the underframe. Other ongoing work includes the rebuilding of some of the spare doors to allow trial-fitting of door locks to a more modern design and which we have in stock.

Far left: Andrew Barclay 0-4-ODM 235 near Woodhouse crossing during telegraph pole inspections.

Near left: Detail view of SECR Composite 6375 during the full-line test.

Below: The SECR 6375 test train at Smallbrook Junction on a damp and dismal 25 March.

John Faulkner





Jack Gray and Steve Rowntree giving LBSCR Third 2416 a partial repaint. *John Faulkner*

Alex Hull signwriting W24 Calbourne
John Faulkner

WAGONS

For many years an IWCR covered van has been residing in the overflow car park. Inevitably, its condition has deteriorated over time and so, during March, the upper body was dismantled, the only salvageable items being the metalwork fittings. These have been moved to the works area for cleaning up before being placed into storage. With the body removed the frame construction can now be seen clearly. The intention is to remove this as a complete item to allow us to assess the condition of the large timbers.

ELECTRIC UNIT

Class 483 007 Jess Harper

With an engineering possession of the entire Ryde - Shanklin line preventing the removal of 483007 the unit remains at Ryde St John's Depot. It is in pristine condition, having been stored undercover in the workshop. 007 comprises two cars; Car 127 is the 'A' end closest to Ryde whilst Car 227 is at the 'D' end.

For many months now, the South Western Railway teams have been winding up the 483 spares contracts. To enable the ongoing upkeep of 007 a large quantity of spares has been offered to us.

The first area to be considered was the bogie overhaul programme. Towards the end of 2020 a comprehensive list of spares was supplied, from which we identified those items that would be of greatest use. A few weeks later the spares duly arrived along with items destined for the London Transport Traction Group, the organisation preserving two other Class 483 units.

Following the end of 483 services, the first of many trips was made



to Ryde works where depot staff have been clearing out the old to make way for the new. We collected more spares including some new and some reconditioned items, the largest being a complete, recently-overhauled bogie, the wheels still fresh with turning marks.

As well as the hardware to maintain 007 we have also been given electronic copies of the Class 483 drawings. There are rumoured to be in the region of 4000 plus, but we won't be counting. As with preservation of any vehicles, this is priceless information.

Some items received from Ryde works date back to the steam era, one being an old gas bottle trolley clearly marked 'Newport'. Another was a mobile work platform rumoured to have been used previously in Newport carriage sheds and which is clearly engraved 'SR' and 'Strawberry Hill', giving an insight to its pre-Island history in the south-western suburbs of London.

We are most grateful to all at South Western Railway, both at Ryde St John's and other mainland depots. 🚂



Completed wheel sets for Car 10
All photos by Terry Hastings



Andy Bendall (left) and Phil Kent (right) from Alan Keef in animated conversation with Bob Huxtable (centre) over detail on the chassis of Car 10.

Drewry Railcar progress: Cars 2 & 10

Report from Terry Hastings

ONE OF THE most important items of news is that the board has approved the expenditure required to complete the running chassis for Trailer Car 10. In practical terms, this will see the chassis return to Havenstreet in an operational state in order to participate in trials, with suitable weighting added, alongside (or, rather, attached to!) Car 2. The control equipment will not be fitted to the trailer at this point but, in all other respects including braking, it will be available for testing.

Work on Car 2 progresses apace and Bob Huxtable and I have made two trips to the contractor in the last month alone. Each time, our arrival was

greeted with benches laden with completed items ready for fitting. This includes everything from leather hanging straps - all made exactly to the 1927 SR drawings, including the copper rivets - to brass escutcheon plates, door catches, dummy radiator, lighting units and a whole host more.

Further to our inspection we later have to check-fit and function to ensure that not only does the railcar look good but that it is fully fit for purpose. The checklists for each trip run to many pages but the results will be a credit to the craftspeople who have contributed.

So much of the project work on Car 2 now includes detail and finish. Pete

Jardine from our C&W workshop will be attending to the decals at Alan Keef's works for a couple of days. The application of transfers and gold leaf is particularly time consuming but the end result will be well worth the effort and will mean that, upon delivery, Car 2 will look at its very best for first viewings.

There will then be thorough checks from both Rolling Stock and Operating Departments once delivered and before crew training can begin. It will be in the reports of these two departments that further details of the project progress will be covered. All being well, this will be my final Drewry railcar update for *IRN*. After 4½ years of research and planning and a further five years of the build time I'm ready to put down the slide rule and pen (really?) and take a ride on a fully restored 1927 Drewry railcar with slatted seats..... oh joy!! 🚂

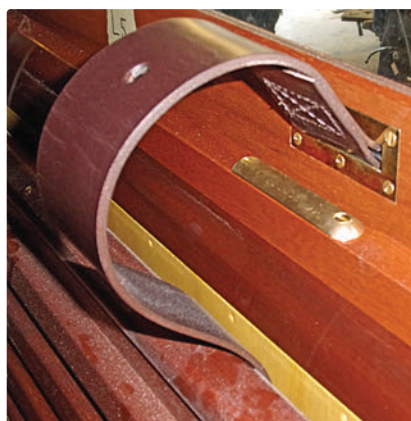


Car 10: Sundry items including brake parts and wheel bearings on the bench for inspection.

Car 2: Front driving position nearing completion.



Car 2: 'Temporary' rear glazing on the verandah end. It's almost too good to take off!



Car 2: Droplight strap and fitting including brass wear strip. Other fittings still to come.



Car 2: Detail includes completed seats, roof support poles and hanging poles with leather straps.

A Youth Group update

Isaac Farnbank reports

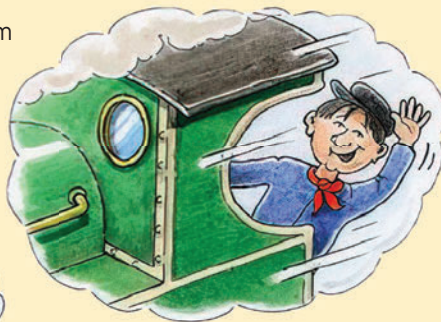
SOME TWO years have elapsed since I penned my first youth group report for these pages, but this update will be my last as youth group lead.

With the foundations having been laid in terms of communication, administration and strategy, and with increasing personal time pressures, the time was ripe for me to stand down at the start of this year. I should like to thank those who have been so generous in their support over the last two years.

I am certain that young volunteers will continue to be a focus of recruitment, with the future coordination of the group to be progressed as part of longer-term structural development. In the meantime, we will all continue to advance our efforts to recruit and retain young volunteers.



John Faulkner



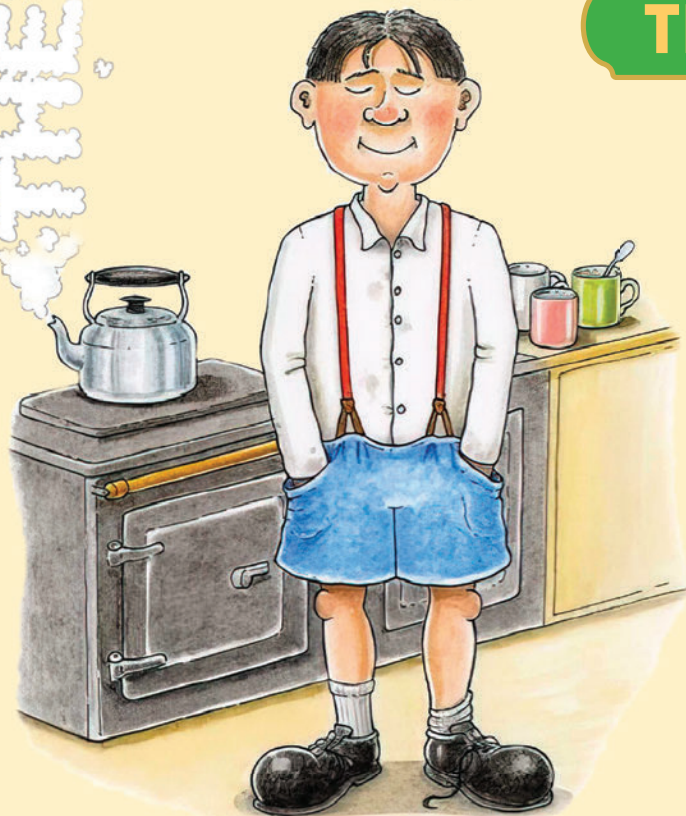
THE CALBOURNE CLUB

We're taking a fresh approach to younger volunteers with the launch of the 'Calbourne Club' aimed at 10-14-year-olds. Once this is sufficiently developed, we'll look afresh at how we put in place a structured trainee scheme for those aged 14+.

The Calbourne Club is our new group for younger volunteers aged 10-14. Until now, children of this age have not been able to get involved with the Railway, despite many youngsters having a keen interest.

The club will meet once per month for a range of activities and age-appropriate volunteering. This might include running a stall at one of our events, conservation projects, or helping to welcome visitors. There will also be opportunities to learn more about how the Railway works, so that by the age of 14 they are able to take a more active role as a trainee.

The Calbourne Club is free to join – the only requirement is being a member of the Railway. If you're interested in getting involved, please contact Harriet Townsend at:
Harriet.Townsend@iwsteamrailway.co.uk 🚂



LOCOMOTIVES OF THE ISLE OF WIGHT RAILWAYS

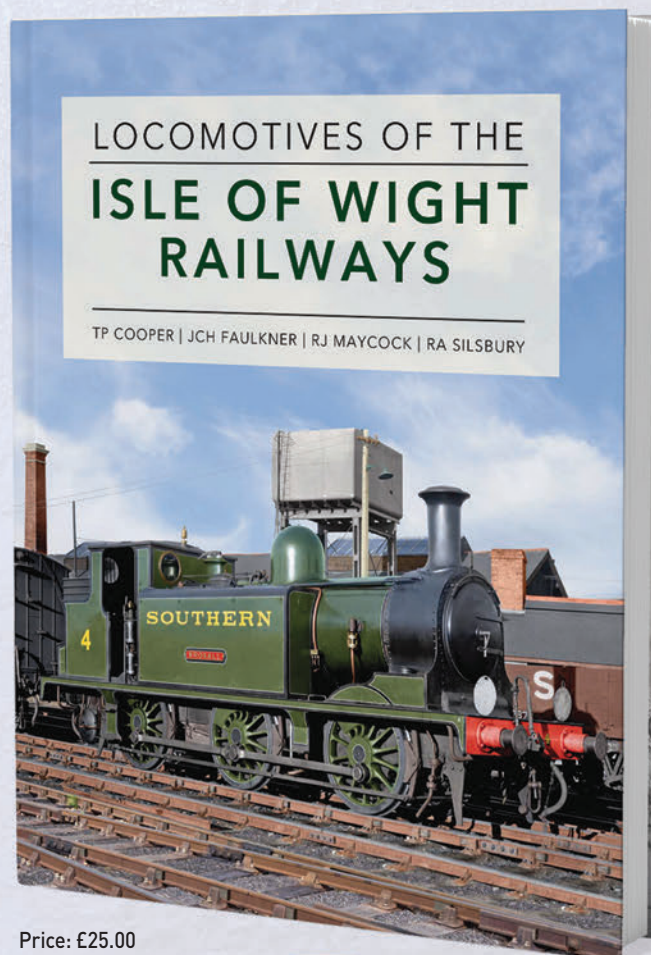
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- The most comprehensive and complete account ever undertaken of all the locomotives which have operated on the Isle of Wight since the 1860s.
- The railways of the Isle of Wight have always been and remain very popular with railway enthusiasts.
- Includes many photos, some colourised, to recreate long lost liveries.

Island railways hold an enduring fascination for railway enthusiasts. This is especially true of the railways on the Isle of Wight, and yet surprisingly very little has been written about the locomotives which ran on the Island.

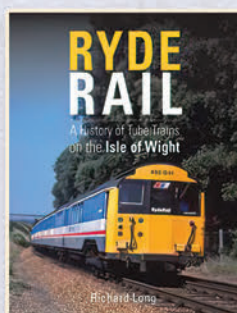
Apart from a modest volume written by the late D.L.Bradley which was published in 1982, there has been no attempt to compile a definitive history of all the locomotives which have seen service on the Island since the opening of the first line, that between Cowes and Newport, on 14 June 1862. Compiled by four members of the Isle of Wight Steam Railway who are donating their royalties from the sale of this book to the IWSR to further its activities, this book seeks to redress that deficiency.

Building on the acquired rights of the Bradley book, this history uses every available resource to present as much information as possible on all the locomotives which worked on the Island and includes a selection of colourised images to depict as accurately as possible the variety of liveries carried by those locomotives. The story is brought up to date with the inclusion of details of locomotives which are now preserved on the Isle of Wight, some of which are types seen today on the Island for the first time.



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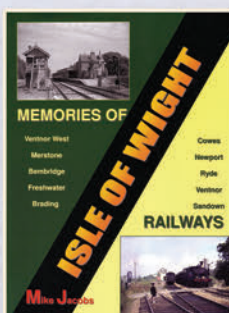
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Island Line Upgrade

By **Stuart Duddy**

**Island
Line**

WITHIN MINUTES of the Class 483 era drawing to a close on Sunday 3 January, after 006 arrived at Ryde St John's Road at 23.21 and set down the final handful of passengers, the unit shunted across into the yard and an engineers' blockade was taken along the entire 8½ mile length of Island Line. Almost immediately, the line was isolated from the national grid for work to commence. South Western Railways' main contractor, OSL Ltd, had started work several weeks earlier, principally at Brading, but the blockade meant that the main infrastructure elements of the £26M upgrade, such as track and signalling renewals, could commence in earnest. Of course, the other key aspect of Island Line's upgrade has been the replacement rolling stock.

STATIONS

With the door height on the replacement Class 484 stock being significantly higher than the displaced 1938 tube stock, it has been necessary to make adjustments at every station along the route. Steady progress was made during early stages of the blockade, with the platform at Lake being one of the first to be raised by sub-contractor Hammond ECS Ltd. The Mountbridge platform system is shown to good effect in the accompanying photographs.

Top: The first platform to have the Mountbridge system installed was at Lake, seen here during the first week of the blockade.

South Western Railway

Bottom: This view from behind the platform at Smallbrook Junction shows clearly the extent to which the platform and fence have been raised.

John Faulkner



Essentially, glass reinforced plastic (GRP) plates or beams - depending on the degree of lift required - were secured across the width of the platforms, to which adjustable pads were attached. To these was attached non-slip GRP platform surface sheeting which included a wide, bright yellow tactile stripe along its length. The threaded pads ensured that the platform surface was positioned at the correct height and angle. As well as at Lake, the Mountbridge system was installed at Ryde Pier Head, Ryde Esplanade, Ryde St John's Road, Smallbrook Junction and Sandown, although work at the Esplanade and Pier Head had to wait until listed building consent had been granted. At the latter, only the platforms serving the former Up line have been raised. There was speculation that work undertaken at the Pier Head in 1966 to raise the track in readiness for the 'Standard' stock might be reversed and that timber packing placed beneath the track at the time would be removed to again lower the track to match the Class 484s. However, this wasn't the case and the Mountbridge system was used to effectively install a 'platform on a platform', with railings along the back edge. At Ryde St John's Road, with the platform having been raised across its entire width, the doors into the station building from the platform have been raised. At Sandown, the platform previously sloped downwards from the station building towards the platform edge - a far-from-ideal situation if a push-chair or wheelchair were to be left unattended. The opportunity was therefore taken to eliminate this hazard and the platform surface now slopes away from the edge and towards the building.



A very different approach was adopted at the line's other two stations. At Brading and Shanklin the formation was lowered. Additional and unexpected work was required at both stations, either to underpin or rebuild completely the platform retaining walls. Indeed, before the blockade was taken, the London end of Brading's island platform had been demolished. Although there was sufficient platform remaining to accommodate a four-car set, Brading station is listed and in a conservation area, meaning that there was a requirement to rebuild this entire end of the platform. A blockwork retaining wall was constructed on a new foundation and faced with bricks to maintain the heritage appearance. The remainder of the Down platform and the entire length of the Up platform have been underpinned by effectively installing a sub-surface retaining wall. For this reason, level boarding at Brading will not be achieved - passengers will have to step up onto the Class 484s.

At Shanklin the track was removed, exposing the concrete above the erstwhile pedestrian subway that once provided access to the former Up platform. As at the London end of Brading station, the edge of the platform was demolished and a replacement blockwork retaining wall faced with bricks was constructed on new footings. It is commendable that the heritage appearance will be maintained, although with no access to the former Up platform few people are likely to see this feature.

The need to rebuild and underpin the platform retaining walls at Brading and Shanklin was just one aspect of the overall line refurbishment that had not been foreseen before the project commenced. Indeed, various unexpected problems became apparent as work progressed and, with credit to South Western Railway, the operator endeavoured to find and implement permanent solutions so as to provide resilience for the line's future.

Work at stations has not been restricted to platforms. At Ryde Esplanade, the subway which linked the platforms and which has been sealed for many years was filled with concrete.

With Brading's Down platform not having seen any trains since October 1988, new lighting will be installed and the centre span of the listed footbridge is being replaced. It is

believed that the original centre span was removed after the Brading - Sandown line was singled. Although no details have come to light it is claimed that parts of the centre span were reused at Sir William McAlpine's Fawley Hill Railway. The replacement span is unlikely to be ready for the line's reopening and so a temporary structure has been installed. Passengers with push-chairs or limited mobility and who are unable to use the footbridge will be able to reach the platform via Barnes crossing, located immediately to the south of the station.

Below left: Work to replace the cattle creep at the country end of Brading station.

South Western Railway

Below right: The Down end of the island platform at Brading being underpinned.

South Western Railway



Right: The substantial new platform retaining wall at Shanklin can be seen here under construction on 13 March. The new wall will eventually stretch almost to the end of the platform.
Andy Merritt



Centre: The height of the Down platform at Sandown being increased. The downward slope towards the station building is evident in this view.
Andy Merritt

Right: The Mountbridge system being installed on Sandown's Up platform.
Michael Brown

RAIL INFRASTRUCTURE AND SIGNALLING

Tamping at various locations along the line commenced almost immediately the blockade was taken. The track has been replaced entirely at Shanklin and at Brading from where new track stretches for almost one mile northwards to Rowborough bridge. Elsewhere, plenty of spot sleeper replacement has occurred, dipped joints have been tackled and many joints have been welded into long lengths. Where possible, recovered materials including rails and sleepers were set aside and later transported to Havenstreet for further use.

A key location for infrastructure work was Brading where a new passing loop has been installed to facilitate a

signalling has been retained at Ryde St John's, and includes both Up and Down Distant and Home signals and the Down Starting signal. The two shunt signals attached to the post of the Down Starting signal will be relocated onto the ground in the near future, although they will continue to be operated mechanically from the nearby signal box. However, the operation of the points and signals at Smallbrook Junction will move off the lever frame and onto the new NX (entry/exit) panel.

South of Ryde, the signalling uses the track circuit block system but without any track circuits! Instead, some 22 Frauscher axle-counters confirm the location of trains and relay information to the signalman at Ryde via the illuminated panel.

At Brading, the Up line is bi-directional whilst the Down Loop is signalled only for Down trains. If a Down train is



Above: The new curved right-hand point at the London end of Brading station, giving access to the Down Loop (to the left) and the bi-directional Up line, seen on 6 March 2021.

Andy Merritt

Right: Seen on 27 March from the Sandown end of the station, track has been laid through both platforms at Brading.

Andy Merritt



half-hourly service. With the alignment being on a curve, the right-hand points at the London end of the loop were fabricated especially for the specific location. At the country end of the station, as well as installing the left-hand point, Barnes crossing was rebuilt and the adjacent cattle creep demolished and the stream culverted. In both cases, the points were trial-assembled offsite and their respective Alstom HW1000 point motors tested before being dismantled and transported to site for final assembly.

Signalling along much of the line has been upgraded although traditionalists will be pleased that semaphore



Left: The new Dorman signal WFP47 on the northbound approach to Brading. Traditionalists would probably refer to this as the Brading Up Home signal.

Andy Merritt

Below: A length of track has been removed from the former Down line at Ryde Esplanade. The gap has been created to facilitate the temporary installation of a signal. The line will be reinstated when a purpose-built cantilevered gantry has been procured. The photograph, taken on 14 May, also shows the Mountbridge platform system in place.

John Faulkner





Left: By 11 April track, complete with conductor rail and buffer stop, had been relaid into Shanklin station, although work to complete the retaining wall continues.
Andy Merritt



Below left: A TPWS 'grid' installed on the approach to Brading at the country end of the station, alongside the concrete foundation for signal WFP47.
Andy Merritt

Other infrastructure work included repairs to several footbridges along the line, including those at Ryde St John's Road station, Foxes Bridge north of Sandown and Alresford Road bridge and the pedestrian deck of Skew Bridge, both between Sandown and Shanklin.

POWER SUPPLY AND DISTRIBUTION

In common with their predecessors, the new Vivarail trains for the Island draw current from a single conductor rail alongside the running rails. Scottish & Southern Electricity Networks (SSEN) has undertaken significant work at Rowborough sub-station north of Brading, where the 33kV supply has been replaced. For its part, Network Rail rewired the DC side of Rowborough, and the sub-station at Ryde St John's has seen its switchgear renewed entirely. However, rather than being discarded the displaced equipment has been refurbished and is ready as a source of spares in the event of any failures at Rowborough or Sandown.

In a further improvement, the power distribution to the main line and the depot lines can now be isolated independently of each other, meaning that the main line can remain energised while the depot is isolated, or vice versa.

PROJECT DELAY

As reported in *IRN* 89, Class 484001 arrived on the Island on 19 November and undertook limited line trials before the blockade commenced. However, by mid-February and almost halfway through the 13-week programme, it came as little surprise when local media reported that the re-opening would be delayed and that services would not resume until mid-May. Covid-19 was cited as the cause of the delay, affecting both the delivery of the trains from Vivarail and work on the ground. It seems that Vivarail was especially affected by the pandemic, with the number of engineers able to work on the new trains at any one time being significantly reduced, and the supplier of the traction system being unable to work at full capacity. It was reported that SWR would use the six-week delay to complete additional (unspecified) track works and bring forward elements of the project that had been planned for later in the year - including repainting stations and other minor refurbishments.

signalled into the bi-directional line the train is effectively clear to proceed as far as the next stop signal which is on the approach to Sandown - there is no Brading Up Loop Down Starting signal.

The passing facility has been retained at Sandown although with the planned 30-minute service, the sight of two trains standing alongside each other is likely to be a rarity. Uni-directional signalling has been retained at Sandown, meaning that all Down trains will continue to use Platform 2 (the Down platform) and Up trains Platform 1.

The operation of the loop points at both Brading and Sandown will be controlled from Ryde St John's box, meaning that the former hydro-pneumatic points at Sandown have been replaced by new Alstom equipment. New Dorman LED signal heads have been installed.

At Ryde Esplanade, a short length of track has been removed from the country end of the former Down road. This was to facilitate the temporary relocation of the Down Starting signal, necessary to ensure good sighting from the driving cab of the new Class 484s, now that they no longer have a glazed centre door. However, a new cantilevered gantry is being manufactured and, when installed, will accommodate Down Starting signals for both lines, meaning that the former Down line along the pier can be reconnected. Access to the former Down line will be required for Network Rail's forthcoming pier strengthening work. New reflective distant signal boards will be placed back-to-back at the Up end of the station.

Train Protection and Warning System (TPWS) has been installed along the entire route, including the area covered by mechanical signalling. The purpose of TPWS is to stop a train automatically by initiating a brake command if the train passes a signal at danger without authority, approaches a signal at danger at too great a speed or approaches a buffer stop too fast. Commands are transmitted directly to the train's control system via TPWS transmitter loops, or grids, located in between the rails to the rear of signals and buffer stops.

We would like to thank Damian Power, South Western Railway's Head of Infrastructure Projects, for his assistance in preparing this report.

TRAINS

On Monday 22 February a Class 484 car was spotted on a low-loader travelling southbound on the M42. Less than two weeks later further units had arrived at Eastleigh from where units 002-004 have undergone mainline testing before shipment to the Island. Vivarail sister company SLC led the mainland testing along the line towards Fareham and some driver training had also taken place by the end of March, although much of this had been classroom-based.

The delivery of the final unit, 484005, is likely to be delayed until midsummer.

Those Class 483 units not destined for preservation were lifted from Ryde St John's by crane during the final few days of March. The bogies were removed, as was the case when the units arrived in the late 1980s, and the cars commenced their final journey, departing the Island via the Fishbourne – Portsmouth ferry and destined for Booths in Rotherham. The units earmarked for preservation - 006 and 008 by the London Transport Traction Group and 007 which is bound for the IWSR at Havenstreet – are expected to be tripped to Sandown and removed by road. Unit 004 is expected to be transferred to the House of Chilli, Holliers Park, near Apse Heath. 🚂



Above: Car 225 being craned off Island Line metals and lifted high above Ryde St John's Road signal box. Andy Merritt

Right: Class 483 cars 129 and 225 (rearmost) at the start of their final journey on 31 March, heading up St John's Road, Ryde. John Faulkner

Below: A look back at happier times for Shanklin-end car 225 of 483005, as the carriage disembarks St Cecilia on 15 March 1990, at the start of its Island service. John Faulkner



200 Club News

There has been a magnificent response to the invitation to join or re-join the 200 Club in 2021.

It's always a huge pleasure to receive renewal forms from regular members and it's equally heart-warming to welcome 39 new members.

This year, 200 Club profits are being used to support activities connected with our Railway's 50th anniversary celebrations.

The first draw of the year saw the following names pulled from the hat:

1st Prize: £350 David Brown, Ryde, IW (No 320)
2nd Prize: £150 John Carpenter, Lincoln (No 163)
3rd Prize: £75 Jim Loe, Ryde, IW (No 392)

With many thanks to all who continue to contribute to the future of the Isle of Wight Steam Railway through the 200 Club. 🚂

Ros Everett, 200 Club Co-ordinator

Live streaming can be seen from Havenstreet and Wootton stations



Find them both at www.iwsteamrailway.co.uk

Our Grateful Thanks

We would like to thank the following members who have made donations in the past few months:

G.Bixley, P Conway, G M Deegan, G N Felton, Mrs E S Keough, R. Macdonald, A J W Phippard, S J Rann, B. Simpson, K Sleep, M J R Thornton, P N Tomlinson and P Turnell

A legacy has been received from the estate of the late Cecil Henry Pearce

Finally, we would like to thank all our members who have made donations when renewing their subscriptions and those who continue to support the SECR Carriages, Wootton and Oldbury appeals. 🚂

Linda Walker and Sean Maxfield, Finance Managers

DONATIONS BY CHEQUE

The easiest means by which to make a donation to the Railway is via the donations page on our website:

<https://iwsteamrailway.co.uk/get-involved/make-a-donation/>

However, we acknowledge that some people prefer to send their donation or, for example, their raffle ticket remittance, by cheque. New banking rules mean that the payee name on cheques must now mirror exactly the name in which the account is held. Therefore, to avoid us having to return cheques to the drawer, we respectfully request that cheques are made payable to the incorporated entity: 'The Isle of Wight Railway Co. Ltd.' (and not the Isle of Wight Steam Railway).



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A Very Different Isle of Wight Railway Book! Coming this July...

The times they are a-changin' Swansong and sad final curtain call of the Isle of Wight's steam railways 1965-67

A meandering memoir by Derek Gawn set to the unpublished 'lost collection' photographs of Nick Halewood

- 296 page hardback including a colour section
- Over 300 photographs!

General Release

26
July

Launch and Book Signing by the Author
at Havenstreet Station from 10.30am to
3pm on Sunday 25 July to coincide with
'Island Heritage Train Day'

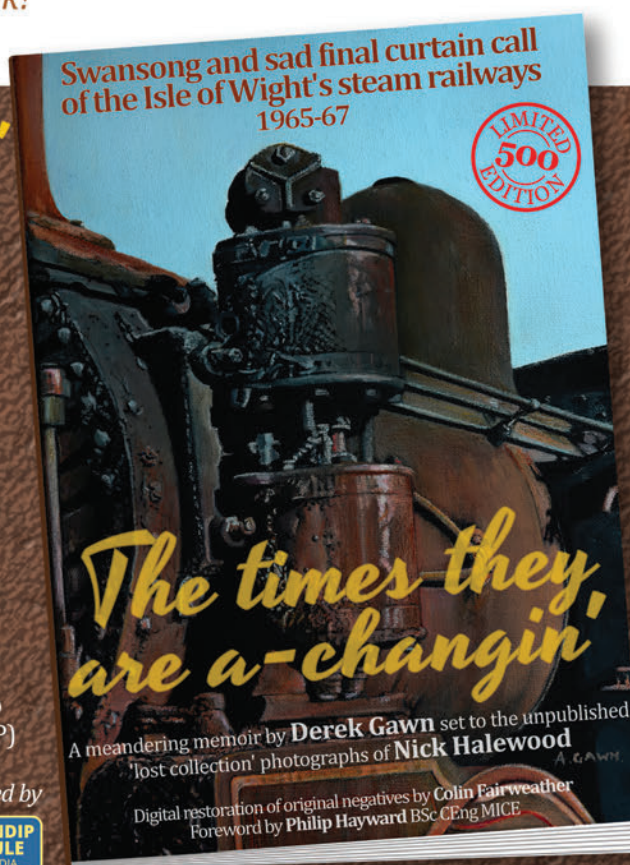
Available from 26 July at:
- Havenstreet Station Gift Shop
- Isle of Wight Steam Railway online shop
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FREE P&P on all pre-orders taken through
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ISBN 978-1-5272-8792-1



From the archives

By Roger Silsbury and Roger Macdonald

Ningwood station

Above: Judging by the style of clothing, this undated photograph would appear to date from the Edwardian era. This view is looking towards Newport from the Down platform; note the flat bottom track and neat appearance of the station. [NRM]

NINGWOOD, whose charming name is reminiscent of a mystical location in a children's book, is a scattered settlement along and south of the main Newport to Yarmouth Road. When the Freshwater, Yarmouth & Newport Railway built its line it constructed a station some half a mile south of the main road where the lane leading to Newbridge met one coming from Wellow. Rather than a level crossing, a two-arched bridge lifted the lane over the railway; the whole structure was an extravagance for such a rural location with little traffic. The second arch may have been in anticipation of double track which never materialised. Being only slightly west of the mid-point of the line, at 6m 77chains from Newport, it was a convenient place to provide a passing loop: others were located at Yarmouth and Carisbrooke but were removed by the Southern Railway whereas that at Ningwood survived until closure.

The station was situated immediately to the west of the bridge and lay back and was accessed from Wellow Road. The main buildings were on the Down, south side and comprised a small, single-storey structure and a separate, small wooden signal box. The Up platform was provided with a waiting shelter and later a water tank at the Up, Newport end, whilst a detached stationmaster's house fronted the Newbridge Road. Access between the platforms was by means of a barrow crossing at the Newport end.

The signal box contained a Stevens frame with eight levers, controlling Distant, Home and Starting signals and combined point and facing point lock lever for each direction. Outside the protection of the Up Home signal a point facing Up trains and worked by an Annett's key attached to the train staff gave access to a siding on the Down side.

As originally built the two platforms were some 170 feet in length and the loop quoted as 192 feet, although the Southern Railway measured it at 260 feet. The track was relaid with chaired bullhead rail as part of the upgrading of the route around 1930, and the signals replaced with LSWR lower quadrant pattern types on lattice posts. During the winter of 1936, in readiness for the introduction of longer LBSCR bogie carriages and the resultant increase in train lengths, the loop was extended at the Freshwater end to 400 feet by moving the west end points beyond the siding points which now made a connection into the Down loop, but still worked from a ground frame released by the Annett's lock which could be released by any of the three staffs.

From SR days circa 1928, and particularly during the summer timetable when trains were regularly crossed, Ningwood functioned as a block post and each loop used in its respective direction with short section staffs for Newport - Ningwood and Ningwood - Freshwater. However, during quiet periods and especially in the winter months,



Above: This view was taken from the south side of the ramp of the road overbridge and shows several interesting features; a part of the rear of the station building, the Up waiting shelter and the water tank. [L NWD 007]

Left: The view from the road overbridge looking towards Freshwater and taken prior to 1936, as witness the loop of original length, but post-relaying with bullhead track and the renewal of the signals with LSWR pattern lower quadrant types. [J Moss L NWD 012]



Left: A view from an almost identical position taken in 1949 shows the extended loop. The house on the right was formerly the stationmaster's residence but then occupied by an ordinary railway worker. The rural location is very evident. [J Moss L NWD 002]

Below: Looking east from the road overbridge towards Newport, the Down Home signal has a sighting board attached to the post to make the arm more visible. Again, the rural location of Ningwood station is very evident. [J Moss L NWD 001]

Ningwood could be switched out and a single, long section staff for the whole branch used. To enable the changeover a ninth lever was introduced; a Down train had to be in the Down loop and both short section staffs and the long section staff in their respective staff key locks before lever No. 9 was operated to allow the points to be set for running through the Down loop in either direction and all signals cleared; the long section staff could then be withdrawn. A reverse procedure took place to revert to normal working. The staffs were not housed in 'instruments' as such but in Annett's locks that were connected to the interlocking of the frame: all the locking was purely mechanical. There was a closing switch for the block instruments and bells, but this was quite separate from the mechanical arrangements described above, and the block instruments were in the office and not in the cabin, at least in early days.

Ningwood closed completely on 21 September 1953 along with the whole Freshwater branch.

The station buildings, much extended, both platforms and the Up waiting shelter still remain as a private residence, but the bridge was demolished in 1973/4 and the road and junction realigned to its original configuration.

Information provided by George Wheeler on the signalling arrangements at Ningwood is gratefully acknowledged.

Right: The Down end of the Down platform is seen from the goods yard area. On the left is the small signal cabin, then a general store, the goods yard gate and the station building. 30 July 1953. [A Blackburn AB 1563]



Right: Part of the Stevens lever frame showing levers 1 to 6 and also, top left, the short section staff key lock for the Freshwater section. Circa 1953
[H Spanner / AB2832]

Middle: When the loop was lengthened the Down starting signal was not repositioned to accommodate longer trains. In this 1949 view, 02 W34 Newport stands ahead of the signal even though it is still 'on', while awaiting the arrival of an Up train. The two-lever ground frame controlling access to the siding can be discerned next to the occupation crossing.
[J Moss L NWD 006]

Bottom: The road overbridge being demolished in 1973/4
[IWSR Archive]



Tickets to and from Ningwood

The collection has two pre-grouping FYNR tickets issued at Ningwood and they could possibly form a pair, perhaps an employee and his wife going to Newport for the day. Both tickets were issued on MAY. 7. 21 and are the outward portions of return Parliamentaries. **1090** is a privilege ticket to Newport at a fare of 6d and **015** is a day return at a fare of 2/0½, both Third Class. Note the serial numbers in negative numbering style. The rear of each ticket carries an advert for Burton Draper Newport.

Tickets are shown actual size

(7/40) SOUTHERN RAILWAY.—MILK WAYBILL (Miscellaneous Traffic). No. 1 RLY. (Stock 562 11/33)

FROM Ningwood TO Portsmouth H.R. on S. Van No. —

m. Train 1st day of July 1948 via —

Consignee.	Address.	Total No. of Churns or Cases.	Total No. of Gallons.	Paid.			Sender.
				£	s.	d.	
<u>Portsmouth</u>	<u>21/6 1740-1</u>	<u>4</u>	<u>46</u>	<u>7</u>	<u>0</u>	<u>—</u>	<u>Pridells</u>
	<u>21- 32 50</u>						
TOTAL							

DOCUMENTS FROM THE ARCHIVES

In January 1947 the railway was faced with problems on the road approach to Bridge No 17, the two-arched road bridge at Ningwood. The solution was deemed to be by driving concrete piles, presumably for stabilisation. Reproduced is the Divisional Engineer's memorandum to Inspector Fidler and the latter estimated that labour requirements would be seven men for five to six weeks. He was advised that the first delivery of piles would be on Tuesday 18 February, and he was able to report that the work had been completed by 18 April.

Also contained within the Ningwood Station file (0000/8169) is a miscellany of some completed forms which shed light on traffic through the station. Milk was regularly despatched to Portsmouth, evidenced by the waybill reproduced.

From the Passenger Account Current Monthly Returns we learn that fares income in April 1949 amounted to £26/14/4½ (£26.72) and in July 1949 £19/13/0 (£19.65).

We are much indebted to member Richard Rickard for having donated the daily cash books with counterfoils for part of 1951 and they reveal just how little revenue was generated at Ningwood. The total sum for January 1951 was £11/2/9 (£11.14p), and £9/19/9 (£9.98) for the whole of November. From the sums quoted it can be seen that revenue was declining, and it is not surprising that the line closed two years later.

SOUTHERN RAILWAY
BCE/NP

From DIVISIONAL ENGINEER, EASTLEIGH.
To Inspector Fidler,

Reference MY 158/1/5
YOUR

Date 29th January, 1947

SUBJECT:— Road Approach to Bridge No.17, Ningwood.

In confirmation of my verbal instructions, please proceed with the work of driving concrete piles, and agree with Chief Building Inspector Blay the date for the first delivery.

I will arrange for a member of my Drawing Office Staff to take some levels and set out the positions of the piles at the site. The spacing of the piles should be arranged so that the concrete sections recovered from the standard form of air-raid shelter can be used as sheeting between them, if this is found to be necessary subsequently.

Your charges should be allocated to M.9/1387 Ningwood.

Please let me have an estimate of labour required for driving the fifteen piles.

CIVIL ENGINEER'S DEPT.
BUILDING INSPECTOR.
RYDE ST. JOHN
30 JAN 1947

REF. 68/574/1

S.L. Funnell
bcl

3rd-SINGLE SINGLE-3rd

Yarmouth (I.W.) to Yarmouth (I.W.)
Ningwood NINGWOOD Ningwood

(S) 6d. H FARE 6d. H (S)

For Conditions see over For conditions see over

6944 is a Third Single in the now standard BR style. Yarmouth has (I. W.) in the title to distinguish it from another well-known Yarmouth with its three stations in Norfolk. The ticket was issued on the last day, 20 SE 53.

TI/2013/0030

BRITISH RAILWAYS (S)
This ticket is issued subject to the Bye-laws, Regulations and Conditions contained in the Publications and Notices of and applicable to the Railway Executive.

Freshwater to Freshwater
Ningwood NINGWOOD Ningwood

THIRD CLASS THIRD CLASS
Fare 11d. H Fare 11d. H

NOT TRANSFERABLE.

8283 is an example of a ticket in the transitional style from SR to BR. The H after the 11d fare indicates it was according to the 1952 fares revision. The ticket is dated 19 SE 53, the penultimate day of services on the line.

TI/0000/0021

SOUTHERN RAILWAY.
Issued subject to the Bye-laws, Regulations & Conditions in the Company's Bills and Notices.

H. M. FORCES ON LEAVE.
Ningwood to Newport

Via SL

Third Class
NOT TRANSFERABLE.

0117 is a blank issue H. M. Forces On Leave Single to Newport and dated 7 FE 43. The destination has been filled out using a pen dipped in ink – no biros in those days! From a document in the file we know that during May 1949 two Government Rate Paper Tickets were issued, one to Padgate and another to Oswestry. Ningwood had residents doing their duty for King and Country.

TI/2020/0017

F. Y. & N. Ry.
Available off-peak only

Issued subject to the Regulations & Conditions in the Company's Time Tables & Public Notices

NINGWOOD TO NEWPORT

RET wood ORT

CLASS 1st

Fare 2/0

015

TI/2019/0029

F. Y. & N. Ry.
PRIVILEGE TICKET

Issued subject to the Regulations & Conditions in the Company's Time Tables & Public Notices

NINGWOOD TO NEWPORT

CLASS 1st

Fare 6d.

1090

TI/2019/0030

3rd EARLY MORN ING RETURN EARLY MORN 3rd

Ningwood TO Freshwater

TO NINGWOOD

Fare 1/- H (S)

(S) Fare 1/- H

For Conditions see over

0045 Workman's Tickets were replaced in September 1952 by Early Morning Return Tickets and so new stock would have been required. 0045 is such an example but it is unissued, being audit clipped. The low serial number causes one to wonder just how many of these would have been issued in the intervening year before the line's closure.

TI/2014/0010



Doris Brimson, age 19.
Richard Brimson

DURING THE FIRST WORLD WAR, 16 year old Doris Brimson of Newport began work as a clerk for the Freshwater, Yarmouth and Newport Railway Company in its office at the bottom of Hunny Hill. Doris had taken over the job held by her brother Gordon when he left to join the Army in 1917 and from the office Doris would write to her Uncle Bob, who was already serving in the trenches of the Somme. In 2013 a remarkable discovery was made in the Victorian house in Newport that had been home to the Brimson family for many years. Dating back over 100 years, the house revealed a collection of nearly 400 wartime letters between Bob Brimson and his fiancée and family back at Newport. Luckily for railway historians, among the letters were those written by Doris.

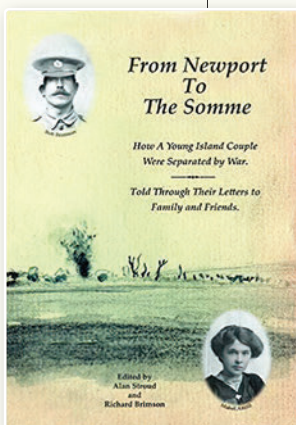
A confident and witty writer for someone of her age, the letters penned by Doris to her Uncle Bob throw a fascinating light on the workings of the FYNR office, from where she secretly composed her letters in her spare moments – and she seems to have had plenty of those!

Gordon is first mentioned in a letter to Bob from his sister Kath, in September 1914, *'Gordon has been promoted to every other Sunday at the Carisbrooke Station. He'll be up an inch higher now,'* and the following June she wrote, *'Gordon is Stationmaster at Calbourne again while the other one is away on his holidays. He likes that job.'*

In December 1916, Doris was shortly to leave school. From her home in Melbourne Street, Newport, she wrote to Bob: *'There wasn't half a nice concert at the Drill Hall. Gordon went with a girl or two. They took off the FY&N Railway line a treat. The man says, "I was on the 11.39 to Freshwater. Suddenly the train stopped, then there was an awful crash (the man at the piano touches the top note so as you could just hear). Carriages were piled on top of each other. The guard got off to investigate and found – a fly on the line! He went to pull the passengers out. He helped out one fainting person. She looked at him and said, "Guard, is my hat on straight?" Gordon didn't half get some digs from his pals. His Lordship has just come in so I shall have to stop. He has been to work today at Ningwood and wants his dinner.'*

Tales from the FYNR: Doris Brimson

by **Alan Stroud**



The full collection of letters is available in the book From Newport To The Somme, by Alan Stroud and Richard Brimson, published by Now And Then Books, priced £12.95.

Two weeks later Doris left school. By this time Gordon had volunteered for the Army, which left an opening for her: Sunday 31 December 1916, *'Dear Bob, Gordon has gone to work today but this will be the last time he will have to go on Sundays because the trains are going to be altered after tomorrow. There are going to be two trains in, and one out from Freshwater on Sundays. Cheerful, isn't it? So if you want to go out to Freshwater and back from Newport, you have just got to go on wanting now. I expect Gordon will have to go in about a fortnight's time. Sir Sam Fay is going to try to get him into the Railway Operating Corps. Sir Samuel is the head of their line. I have applied for Gordon's place when he goes because I am not going back to school again.'*

Six weeks later, Doris paid a visit to her future workplace. All that was missing was Will Hay: 18 February 1917, *'Dear Bob, I am going down Gordon's office now to see what it's like*

because I am going to take his place when he is gone. It's quite decent down the office. There is a fire to roast chestnuts on. One of the other clerks brings bulls-eyes and I provide the chestnuts, then the fun begins. We're going to get a teapot and kettle, etc, to make tea, then when you come home we shall invite you to a cup of dishwater [perhaps]. This all happens between 1 o'clock and quarter past two as the manager goes home to dinner at 12 and doesn't turn up till a quarter or half past two. We go at 12, get back at 1 (perhaps) and then the other clerk goes and doesn't come back till 3 o'clock. So Miss Scamill, Gordon and I are left on our lonesome. Don't we work too! Gordon has a yarn over the telephone with his pal on the Central Company, and uses the manager's phone and forgets to pay. Miss Scamill, the other clerk, and I, read and eat. Fine, isn't it? I go home at four. Love from Doris.'

Two months later Doris had settled in - little wonder since the pace was hardly demanding: 16 March 1917, 'Dear Bob, As I have not anything to do this afternoon, I thought I would write to you. The manager is in the next room. I expect he will come in here when a little bird tells him I am not working but I have got to risk that ... There is plenty of work to do down here if you like to do it, but that's it, you see, at present I've got a tired feeling for such stuff. Don't I get some fun on the telephone? Especially dinner hours when I am here alone, except for Miss Scamill.'

'Sir Sam Fay, our boss, is coming down here tomorrow (Saturday), isn't it a nuisance? I shan't have my half-day off now ... I nearly committed suicide this dinner time. I was walking down the line and forgot the train was coming but luckily I turned round ... Well, five o'clock, time is up, with love from Doris.'



Sadly, there were no more letters from Doris but unwittingly, through her spirited family letters, she has passed down to history a fascinating glimpse into the inner workings of the FYNR – an account of Island railway life that probably stands alone. 🚂

The FYNR offices at the bottom of Hunny Hill. The corrugated-iron hut, where Doris penned her letters to Bob, became home to the Red Cross, disappearing in the late 1990s when Hunnycross Way opened.

Colin Fairweather



The temporary FYN Newport station, looking west, September 1920.

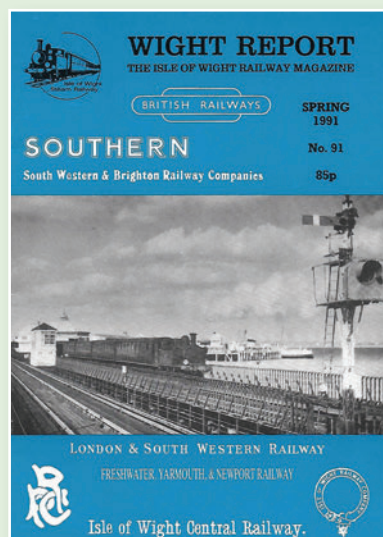
Roger Silsbury Collection

Once upon a time

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

A view of the crossing at Ashey, looking towards Smallbrook, 31 December 1990.
Iain Whitlam

Wight Report 91
Spring 1991
Edited by
Iain Whitlam



THE COVERS of *Wight Report 91* featured 02 Class W35 *Freshwater* and her train on Ryde Pier in 1963 and Standard tube stock on the mainland.

After extensive discussions with the local planning authority, it was agreed to shorten the Goosefield Sidings by 20-25 metres in order to obtain planning permission. A number of objections had been received by the planners on the grounds that the sidings extended immediately beside the cottages at Havenstreet and it was necessary to reach a compromise in order that at least part of this essential storage area could be retained. The work of reducing the length of the sidings back to the car park hedge line and reinstating the car park was required to be done within six months from 17 December 1990. The shortening resulted in insufficient space in which to store all the rolling stock away from the running lines once the Smallbrook extension was opened.

1990 was another successful year in the refreshment room and the long hot summer proved a winner for sales of cold drinks and ice cream although did nothing for the sales of melting chocolate sweets!

Following a satisfactory hydraulic test in December 1990, the boiler of A1/x Class W8 *Freshwater* had been reunited with the frames. Special attention was given to the accurate fitting of the recently-patch-plated smokebox to the repaired saddle. The cause of previous cracking of the saddle had been blamed largely on a particularly badly fitting smokebox.

It had also been noticed that the smokebox had a distinct downwards tilt at the front, owing to the original rivet lines attaching it to the barrel being out of true. Work had also been progressing on a less-glamorous aspect of *Freshwater's* repair, namely that of preparing the boiler cladding sheets, straps, tanks and fittings. During one Sunday in January the boiler was lagged, cladding sheets fitted and tanks placed into position.

Christmas trains were hauled by Hawthorn, Leslie 0-4-0ST W37 *Invincible*. A routine examination of the locomotive in conjunction with a boiler washout followed and two notable faults were detected. One, an axlebox spring had badly displaced leaves and another that an axlebox had again become tight in the horn guides.

North British 0-4-0DH *Tiger* became surplus to requirements, having served the line since its arrival from Esso's Fawley refinery in 1980 for shunting and ballast workings and to haul the occasional passenger train. The arrival of the newer and more reliable BR Class 03 D2059 '*Edward*' had reduced the role of *Tiger* to heavy ballast trains over the extension. The maintenance of three diesel shunters was considered to be an unnecessary expense.

Work continued on SECR Saloon Composite 6375. The 14 new doors had been hung and the interior panelling completed. Both the end compartments were finished with the exception of the floor covering and upholstery. Removal of the exterior panelling had started, revealing a number of problems which would require the replacement of some of the original wood and galvanised panels. The main framework, however, appeared to be in very good condition. SECR Brake Third 4145 was due into the Works as soon as the saloon was complete but

owing to budget restraints the plan was to bring in a couple of 10T Open wagons.

🔧 A few small jobs were still outstanding on LCDR Brake Third 4112. Footboards were completed and electric lighting usable. The interior door between the saloon and brake end was under reconstruction (having arrived with the body but in several pieces). A set of emergency equipment had been provided within the brake compartment and work was nearing completion on some of the driving controls.

🔧 On the Smallbrook extension, further earthworks were undertaken at Ashey in October, enabling the track to be extended over the crossing towards the platform. The chalk-filled formation beyond Ashey platform had been consolidated by the passage of ballast lorries. This was therefore re-levelled to give a cross-fall to the drains, needing a little chalk to top up in places. With the track laid over the crossing, the check rails were positioned and the crossing made up to track level and gates installed. Whitefield crossing was similarly tackled.

🔧 The short extra length of track at Ashey allowed top ballast to be delivered by train, using the two ex-London Transport ballast hoppers owned by the Railway and one of the (centre-only unloading) hoppers loaned from British Rail. The ballast remaining from the Swanpond – Whitefield section and the short length at Ashey itself (some 600 tons)

was thus loaded and distributed between Ashey and Rowlands to give top ballast for lifting and packing.

🔧 Lineside undergrowth clearance had been necessary at a number of locations. This was undertaken at Deacons Lane in October to allow fence renewals to be carried out. Next for attention was at Ashey Road bridge (Long Arch), to remove saplings which posed the potential for structural damage to the bridge, and expose the fences at the roadside in readiness for renewals.

🔧 On 2 and 3 February a trip was made to Farnham tip to dismantle panels of track to recover 450 sleepers.

🔧 The Island Line made the national headlines after the events of Saturday 12 January when the 17.14 service from Shanklin (formed by 'mixed' unit 483003/004, cars 123 & 224) ran away on the falling gradient towards Ryde with eight passengers aboard but without the driver and guard, who were both still at Shanklin station. After the train failed to call at Lake (unsurprising given the circumstances), a passenger gained access to the driver's cab, and having confirmed there was no driver aboard, another passenger operated the emergency brake apparatus. The train came to a stand on Lake bridge and a probable derailment or collision in the loop at Sandown was averted.

A view of the crossing at Ashey, looking towards Havenstreet, 31 December 1990.
Iain Whittlam



Originals

of first 21 issues of *Wight Report* (Preliminary, October 1967 – 20) are now very scarce but I do have a very limited supply of issues 9 – 20, priced at £4.50 each 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 (21 – 117, July 1998) 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. Please remember, all proceeds will go to the Railway appeal of your choice.



👉 During the Christmas period a costly piece of vandalism occurred when four Standard cars (28, 31, 5 and disused car 26) were liberally daubed in graffiti. The damage was assessed at £5,000.

👉 One of the 'new' Class 483 units was decorated and operated as a 'Santa Special' with driver John Williams dressed as Father Christmas at the controls to convey railwaymen's children homeward from a Christmas party at Brading on 22 December. The remaining 3-car Standard set did, after all, make a couple of appearances during October.

👉 Turning to the Island's former rail routes, the IW County Council extended its road closure order

for Granville Road Bridge, Cowes, until the end of January. The removal of the girders and ironwork was completed on 3 December. A further planning application for Mill Hill station site appeared in mid-November for 16 houses.

👉 The infilled portion of Fairlee cutting east of the tunnel was advertised for sale by the council as a site for 10 flats. The last traces of a railway presence at Newport station, the concrete fencing slabs which marked the boundary of the Station Approach, disappeared by early January to allow building work to take place.

👉 South Wight planners had given approval for the construction of a Gateway supermarket on the site of Acorn Springs' factory, where Freshwater station had once stood. The planned international golf course development at Godshill was one of a number of Island schemes in jeopardy following the financial collapse of Leading Leisure, the Southampton-based company which had purchased the agricultural land crossed by the course of the Ventnor West branch.

👉 In early November, Wightlink announced that *MV Southsea* was likely to be converted to a luxury floating function venue which would spend the summer on the South Coast and the rest of the year on the Manchester Ship Canal.

👉 For many years fuel for the shipping fleet had been conveyed in tank wagons, propelled into and berthed in the siding adjacent to Portsmouth Harbour's Platform 5. This arrangement ceased from September when fuel was delivered by sea into new tanks located on the Harbour pier.

👉 Richard Newman and Roger Silsbury presented an obituary to Alistair B Macleod, and John Mackett recalled his favourite day trips in the 1930s to Ventnor from Ryde. 🚂



Top: Ashey station with the ballast handling area, 31 December 1990. Iain Whitlam

Bottom: A view of the crossing at Ashey, with gates reinstalled, seen from the lane looking south, 31 December 1990. Iain Whitlam

HAVENSTREET - THE LAST STATION ON THE NORTHERN LINE

WITH THE ARRIVAL at Train Story of the Class 483 Island Line, ex-London Transport Northern Line Tube trains, there will be an interest in the earlier life of these age-defying vehicles.

Northern Line Going South will show how these trains were developed during the expansion of one of the most remarkable rail systems in the world.

The DVD has been created using footage from the collections of the Isle of Wight Film Archive and the London Transport Museum, the latter with its library of early films covering the building of London's underground railway network. Going back to the beginnings of the London Underground, we see how a small number of companies expanded and eventually became the system we have today.

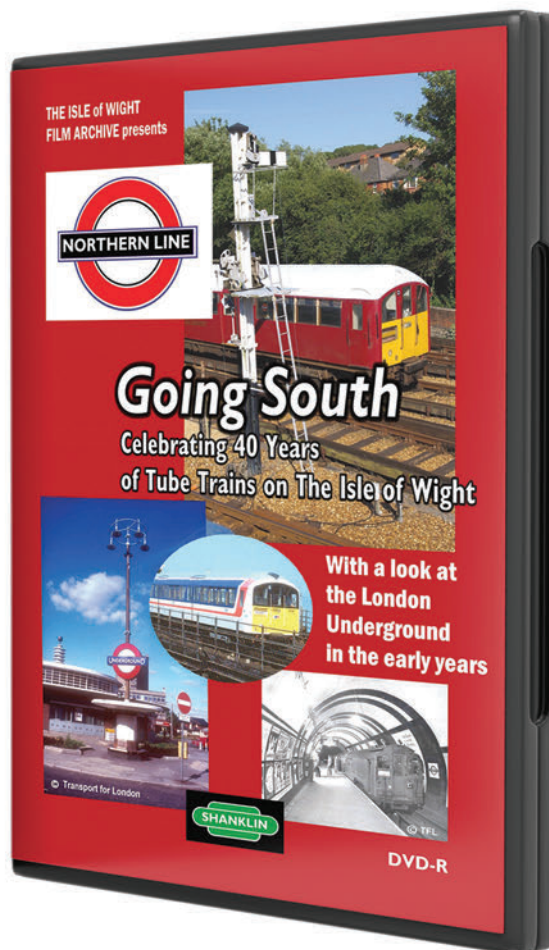
Most of the Museum's early films had not been available for release on DVD or video before. We were fortunate in having the early footage available to re-edit and add a period-sounding sound track. The arrival

on the Island of the ex-Piccadilly Line underground stock in 1967 saw the start of a whole new period of train operation for the Island and the former underground vehicles.

Our own produced footage which was all taken on 16mm film, as well as video, has built up a good collection over the years of all the electric stock in operation in the many different liveries, including the not-so-popular dinosaur scheme.

The DVD, released originally in 2009, has enjoyed an enormous interest over the years with the late Peter Boffin delivering a very informative commentary written by George Chastney. The film was produced and directed by Bob Ennis, who has assembled and recorded many events on our Railway over the last 42 years.

***Northern Line Going South* is available from the shop at Havenstreet.**



Located near to the Isle of Wight Steam Railway, the White Hart Inn is full of character and provides the ideal setting in which to enjoy quality home cooking or your favourite tipples.



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(last orders 7.00pm)

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POSTBAG

From:
Richard Maycock
(Member 455)

FIRST OF ALL, well done for keeping the Railway running during these difficult times.

The platform canopy bracket found by George Wheeler at Brading (IRN 89) may have come from Ryde but there were other possibilities. Ryde, Sandown and Shanklin stations were each provided with canopies over the entrance to the waiting room and booking office. They can have given little protection from the elements but it was not until about 1880 that a start was made on replacing them with more extensive coverings. Unfortunately, the IWR accounts did not say precisely what was done and when. The ornate IWR brackets were probably supplied by Frederic Bradley, of Clensmore

Ironworks, Kidderminster. He had dealings with the IWR over many years and was the maker of the Bradley steam tram engines on Ryde Pier. He also supplied ironwork for Ryde promenade pier. During the 1920s the pier head at Ryde was completely rebuilt in ferro-concrete so there would have been steel available for reuse elsewhere. I seem to recall that similar girders were used for supports at Sandown and Shanklin when the platforms were widened.

Can I add a little more concerning the bunker first arrival at Ventnor on 21 May 1954 (IRN 87). Following the 1953 line closures, the weekday Newport to Sandown service was reduced to a shuttle service and only a few Sunday trains ran through to Ventnor. However, if the photograph was truly taken on 21 May, that was a Friday! 🚂



Wroxall, taken on 20 October 1966.
Richard Stone

From:
Fred Morris
(Member 6912)

Train movements at Wroxall after closure

I ENJOYED the letter about final train movements through Wroxall. However I did notice one exception which I will explain.

As a 12-year-old living near the line - in fact just over the bridge - I remember the morning after the last train had run. Overnight the dew had turned the lines a lovely golden colour. Anyway back to the matter in hand.

The last published trains ran on Sunday 17 April 1966. However, a few days later I heard the

unmistakable sound of a train passing through Wroxall heading towards Ventnor. I ran down to the track that led to the sidings and waited.

About an hour later I heard the train returning and stopping in the station. It was a line of five wagons and a guards van being drawn by W31 *Chale*.

They collected items from Wroxall station including ledgers and paperwork, as I presume they had also done from Ventnor.

I was a little surprised to see this duty not mentioned and thought I would set the matter straight.

Thank you for a great magazine and railway. 🚂

Letters should be addressed to:
The Editor, IRN,
The Railway Station,
Havenstreet, Isle of Wight
PO33 4DS or emailed to
irn@iwsteamrailway.co.uk

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.

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 30 June 2021.

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

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.

If possible, please restrict letters to no more than 200 words.



John Faulkner

From:
Derek Gawn
(Member 6379 – but originally,
in 1966, a number comprising
just two digits!)

Post-closure train movements

I WOULD LIKE to take this opportunity to thank all those who responded, either through the auspices of *IRN*, or directly with myself, to my appeal in *IRN* 88 for information and photographs about certain poorly-recorded events of the dying days of Island steam.

To say that I am amazed by the amount of new information, and even the photographic proof that has come to light, much of it published in the last *IRN*, is an understatement! Even since publication, an image showing the remains of W18 *Ningwood* at Cement Mills Halt in January 1967 has reached me, along with

news of a sighting of a train going beyond Wroxall, to Ventnor itself, immediately post-closure.

It truly makes me wonder what else is out there to be discovered, even after the passing of well over half a century. I guess it is a case of knowing the right questions to ask?

In my original appeal I hinted that this was research for a possible book project. I am pleased to say that project soon afterwards grew its own legs and is now nearing completion, ready for its launch at Havenstreet on Sunday 25 July. You will find a half-page advert for it elsewhere in this issue. It is a joint project with Nick Halewood, who has lived in Japan since 1973, but was discovered to have taken close to 500 images of the Island steam railways across the mid-1960s using a then newly-acquired Pentax SLR.

For the last 48 years these negatives have remained in a drawer in Japan, mostly never even printed, let alone ever published.

These are now in the UK and have been painstakingly digitally restored by my colleague, Colin Fairweather, over the past winter.

The hardback book will include some 300 images, nearly all from this collection, to accompany my memoir of what it was like to be a young enthusiast growing up in Ryde back then, and living and breathing the steam railways. Included are two further scoops, by kind permission of Richard Stone and Iain Whitlam. These are the full sixteen image set, from the recently-discovered original negatives, that Richard took of post closure workings south of Shanklin, along with a selection from the rarely-ever seen full sequence that Iain took when W27 *Merstone* was steamed at Newport on 18 April 1967.

This has all brought one particular thing clearly into focus for me. Those of us who were lucky enough to have witnessed the end of BR steam on the Island are all

now of a 'certain age'. We owe it to future generations to safeguard whatever we might still have in our possession for when we are either no longer able to look after it, or physically not here to be able to do so. In my case this is mostly the few notebooks in which I eagerly jotted down all that I saw back then. We simply must ensure that one day these items will fall into the hands of people who will realise that they are of interest, and not simply find themselves at the mercy of a house clearance company, who would simply put them in their skip as worthless junk.

Finally, as things start to return to a little more like normality, the light finally being at the end of the proverbial tunnel, can I encourage all members to do all that they can to support not only the preservation movement as a whole, which has suffered badly, but especially our wonderful Isle of Wight Steam Railway. 🚂

From:
John Burgess
(Member 4850)

I ENJOYED reading John Woodhams' article on Ryde Pier Electric Railway, with its origins as a horse tramway dating back to the 1870s. There are one or two photographs of the 'Grapes' car running as a single-deck vehicle, but it had originally been a double-decker, running on the horse tramway from the pier to the railway station at what is now Ryde St John's Road. In the 1870s when the tramway was operating, the station was very much at the back end of town, with fields stretching away to the south. I have only ever seen one photograph of this tram/rail interchange, a view looking along St John's Road across the level crossing which predated the present bridge, just showing the gates and one of the distinctive kiosks in use on the tramway at the time.

My painting is, to some

extent, conjectural - an attempt to show how this interchange facility might have looked in the very early days, when the Beyer Peacock tanks wore a brown livery with open cabs and massive brass domes over the firebox. No doubt there would have been quite a bit of a palaver for passengers arriving here from the ferries. Coming from the mainland, passengers would already have had to change at Portsmouth and Southsea into a Portsmouth tram to reach the pier at Southsea, then on to the ferry, before a third change at the Pier Head, and a fourth change here at St John's Road. You'd need a good cup of tea or something stronger by the time you'd arrived at your hotel in Sandown, Shanklin or Ventnor after all that. No wonder the mainland companies became fed up with the messy arrangements and took matters in hand in the 1880s to extend the railway to the Pier Head.

Turning to the trams, the 'Grapes' car, No 4, is the left, while No 7 is typical of most of the other vehicles running at the time. Hidden behind No 4 is one of tramway's luggage vans and a helpful porter wheeling a sack barrow full of luggage. On the right, a couple of carpenters are completing the fence at the back of the platform. Those with sharp eyes might find

two cats and a dog watching all this mad human activity. I wonder how often the level crossing would have been used to transfer stock from the railway to the tramway, or vice versa.

The 'Grapes' car as preserved in the Streetlife Museum in Hull wears a rather plain brown or varnished wood finish, but is this livery at all authentic? 🚂

**POST
BAG**



TRIBUTES

Vic Mitchell 1934 - 2021



We were saddened to learn of the death on 18 January 2021 of long-standing IWSR member Dr Joseph Charles Victor Mitchell, known as Vic Mitchell. A dental surgeon by profession, Vic was probably best known as an author and publisher of books about railways, both in the United Kingdom and Europe. He was also involved at the very beginning of railway preservation in the 1950s.

Vic was born on 1 March 1934 in Hampton, Middlesex, where his father was also a dentist. Vic developed an interest in railways at an early age - the father of one of his school friends was chief engineer at the nearby 2ft gauge Metropolitan Water Board Railway. From the age of about nine he spent time at Hampton station, assisting the staff with their work and being rewarded by cab rides on steam locomotives, visits to the signal box with its level crossing gate wheel and being allowed to issue tickets in the booking office.

Aged 16, Vic spotted an advertisement in *The Railway Magazine* proposing to preserve the Tallylyn Railway. He and a classmate contacted Publicity Officer Tom Rolt and the pair travelled to Tywyn where their offer of help was accepted. However, Vic's loyalties were divided. At about the same time the Festiniog Railway was being formally abandoned and a scheme was launched to preserve that line. Vic was one of 12 people to attend the inaugural meeting of those wishing to revive the Porthmadog - Blaenau Ffestiniog line and he was persuaded to join the management committee. By 1954, aged 20, he was a director of the Railway where he also undertook many operating tasks, including fireman and guard.

In 1978, Vic published his first railway item, a route map of the London and South Western Railway. Thus Middleton Press was born, taking its name from Middleton Lodge [sic], his Midhurst home. In 1980, Vic was involved in a fund-raising event for the nearby St Mary Magdalene and St Denys Church. An exhibition was held to mark the 25th anniversary of the closure to passengers of the Petersfield - Midhurst -

Pulborough railway line. One of the exhibitors was Keith Smith. Vic and Keith started talking and they realised that there might be demand for a book about the railways in the area. Three publishers were approached but all rejected their proposal and so Vic published the book himself in 1981. *Branch Lines to Midhurst* sold well and his investment was soon recovered. Initially, there was no intention to publish more titles but *Branch Lines to Horsham* was published the following year and numerous books followed, including several covering the Island's railways. Indeed, Middleton Press published over 450 books, covering railways, tram and trolleybus systems, both in the UK and abroad. 🚂

Mel Barnes 1942 - 2021



It is with sadness that we record that Melvyn 'Mel' Barnes died on 11 February 2021. The eldest of three sons, Mel was born in 1942 and grew up in Cowes. From their home in Granville Road the boys could lie on their beds and watch the comings and goings of the trains and so Mel developed an early interest in railways.

His career saw him take a professional interest in the world of finance, working initially in the local authority's Treasurer's Department, and then moving to the water authority. Upon taking early retirement from what had, by then, become the privatised water industry, Mel was able to indulge his interests more fully, and subsequently participated actively in the affairs of the Railway. He joined the board in January 1997 and served a three-year term, acting as Finance Director and working closely with Di Akers in the Finance Office. Mel often joked that it was a pity that he could not have brought Southern Water's budget with him. To provide a change from number-crunching Mel also enjoyed carrying out the duties of Platform Foreman.

In addition, Mel devoted a considerable amount of time to actively supporting the work of the Isle of Wight Blind Society and was a regular driver for the charity. He also arranged for two sight-impaired people to carry out an audit of our Havenstreet site, identifying where improvements could be made.

We extend our sympathy to his brothers Adrian and Ken and their families in their loss.

RRM 🚂

We are sorry to report the death of member Mike Jacobs. He died in France on 13 December.

Mike visited the Isle of Wight for the first time in 1945, finding himself captivated by a railway system which, at the time, he innocently believed to be concentrated just at Ryde. Further visits followed and included trips by train to Ventnor, Bembridge, Newport and Yarmouth. Already addicted to the charm of the Island system, it was fortunate indeed when, in 1954, there came a house move to Ventnor. Then began a daily trip by train to Sandown Grammar School, which served only to cement Mike's already-solid fascination with the Island's railways. Mike's views of railway life dating back over half a century, from the perspective of both a regular passenger and of an enthusiast, were recorded in his book *Memories of Isle of Wight Railways*. Fortunately, not only did Mike record his memories in words but also with black and white photography.

In the early 1970s, Mike moved to Lustleigh in south Devon, purchasing and renovating the former station, the penultimate stop on the GWR's Moretonhampstead branch. The station closed to passenger services in 1959 but goods traffic lingered on for a further five years.

Mike played an active role in village life, as chair of the parish council and cricket club and also involved with the rifle club and an active member of the local amateur drama group. He was also passionate about food and enjoyed cooking, something which sparked a love of France and French cuisine. Mike and his second wife Lynn spent many summer holidays in France, sampling the culinary delights of the local regions, including the wines, and in 2011 the couple fulfilled their dream, buying a farmhouse in the fortified town of Fleurance, located about 50 miles north-west of Toulouse in the Midi-Pyrénées region.

Mike's wife Lynn died suddenly in 2017 but, as befitting a true Francophile, he refused to return to the UK and continued his French lifestyle, albeit slightly-toned down.

Mike, a Railway member since 1992, was a contributor to *Island Rail News*. *Schoolday Memories*, illustrated by several of his own photographs, was published as a seven-part series in editions 13 to 19 inclusive.

We extend our sympathies to his three stepchildren and their families. 🚂

Mike Jacobs 1941 - 2020



John Faulkner

Membership Matters

Allen Atley, Membership Secretary, brings you the latest on membership and extends a warm welcome to the following members who have joined us in the last quarter.



7055	Mr C Noakes	Adult	Isle of Wight	15/01/21
7056	Mr R Cartlidge	Adult	Cheshire	15/01/21
7057	Mrs J Cartlidge	Associate	Cheshire	15/01/21
7058	Mr R Stringer	Senior citizen	Isle of Wight	15/01/21
7059	Mrs M Stringer	Associate	Isle of Wight	15/01/21
7060	Mr C J Ryden	Adult	Liverpool	15/01/21
7061	Mrs V Robins	Family	Isle of Wight	21/01/21
7062	Mr A Robins	Family1	Isle of Wight	21/01/21
7063	Asha Robins	Dependent child	Isle of Wight	21/01/21
7064	Mr M J Bower	Senior citizen	Isle of Wight	21/01/21
7065	Mrs L Bower	Associate	Isle of Wight	21/01/21
7068	Mr C Willis	Senior citizen	Isle of Wight	28/01/21
7069	Mrs L Willis	Associate	Isle of Wight	28/01/21
7070	Mr T Dilkes	Adult	Leicestershire	03/02/21
7071	Victoria Waring	Associate	Leicestershire	03/02/21
7072	Mr G Wilkins	Senior citizen	Isle of Wight	03/02/21
7073	Ms I Lane	Adult	Suffolk	12/02/21
7074	Mrs K Snell	Senior citizen	Co Wicklow, Ireland	12/02/21
7075	Richard Doran	Senior citizen	Isle of Wight	16/02/21
7076	Mr T Allen	Junior	Isle of Wight	16/02/21
7077	Mr P Conway	Senior citizen	Isle of Wight	18/02/21
7078	Mr M K Isaacs	Senior citizen	Sussex	18/02/21
7079	Mr M Watts	Senior citizen	Hampshire	23/02/21
7080	Mr E F Turner	Senior citizen	Lancashire	23/02/21
7081	Mr R Hutchins	Adult	Surrey	25/02/21
7082	Miss R Marshall	Associate	Surrey	25/02/21
7083	Mr R Douglas	Senior citizen	Isle of Wight	26/02/21
7084	Cath Daniels	Associate	Isle of Wight	26/02/21
7085	Mr M Blandford	Senior citizen	Isle of Wight	03/03/21

7086	Mrs S Blandford	Associate	Isle of Wight	03/03/21
7087	Mr J Masterson	Adult	Buckinghamshire	08/03/21
7088	Mr I Newman	Senior citizen	Southampton	11/03/21
7089	Mrs C Newman	Adult	Isle of Wight	11/03/21
7090	Mr D Newman	Associate	Isle of Wight	11/03/21
7091	Mr M Warman	Senior citizen	Hampshire	11/03/21
7092	George Shaw	Dependent child	Surrey	15/03/21
7093	Mr R Fenton	Adult	Isle of Wight	13/03/21
7094	Mr M Barker	Senior citizen	Cheshire	21/03/21
7095	Mr C Tippet	Senior citizen	Isle of Wight	23/03/21
7096	Mrs L Tippet	Adult	Isle of Wight	23/03/21
7097	Mr M Fieldhouse	Senior citizen	West Sussex	23/03/21
7098	Mrs R Fieldhouse	Senior citizen	West Sussex	23/03/21
7099	Mr A Jasper	Family	Isle of Wight	26/03/21
7100	Mrs C Jasper	Famil1	Isle of Wight	26/03/21
7101	Dylon Jasper	Dependent child	Isle of Wight	26/03/21
7102	Mr C Armstead	Adult	West Sussex	26/03/21
7103	Mrs N Sheath	Family	Isle of Wight	26/03/21
7104	Mr P Sheath	Family1	Isle of Wight	26/03/21
7105	Mona Sheath	Dependent child	Isle of Wight	26/03/21
7106	Mark Sheath	Dependent child	Isle of Wight	26/03/21
7107	Jack Sheath	Dependent child	Isle of Wight	26/03/21

- At 31 March 2021 we had 1851 members of whom 42 were overdue January renewals.
- Please look carefully inside magazine envelopes for renewal notices as this is how notices are sent out.
- If your renewal date is January or April 2021 please check that you have not overlooked payment of your subscription.

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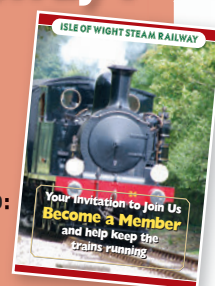
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Rates for advertising in *Island Rail News*:

Eighth page:	£15	Quarter page:	£30
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Above: **Glen Woods and Len Pullinger on W24 Calbourne** en route from Wootton to Havenstreet, sausage rolls keeping warm above the fire-hole door! *Roger Millward*

Below: **Alex Hull, Steve Smart, Andrew Summers and Iain Whitlam** pose with W24 Calbourne at Havenstreet. *Roger Millward*

Back Cover: **Re-enactment of the first train of 12 April 1971, 50 years on.** W24 Calbourne propels three LBSCR bogies, 4168, 6349 and 2416, from Havenstreet to Woodhouse crossing, seen here just west of Havenstreet in heavily overcast conditions. The principal difference from the earlier scene is that the locomotive is facing in the opposite direction. *Roger Millward*



