



## Prototype notes

# Isle of Wight steam passenger rolling stock

When the Southern Railway took over the Isle of Wight Railway, the Isle of Wight Central Railway and the Freshwater, Yarmouth and Newport Railway in 1923 it inherited a very mixed bag of rolling stock with a large proportion of elderly locomotives and four-wheeled passenger coaches.

The railways had helped the island to develop as a tourist destination but this brought its own problems - intense demand in high summer but much less traffic in winter - so there was not the year-round revenue to support heavy capital investment in infrastructure or rolling stock.

The Southern's priorities were electrification of the London suburban network and modernisation of its main line rolling stock but these in turn released passenger tank engines and bogie coaches that could be drafted over to the island. Whilst far from new, they represented a considerable upgrade on the stock they replaced.

By 1948-49 passenger trains on the island network consisted of ex-LBSCR and SECR 54ft bogie coaches and were operated entirely by Adams 'O2' tank engines modified for Island service with Westinghouse brakes and extended bunkers.

The Eastleigh range of Isle of Wight steam passenger rolling stock enables you to recreate a typical island train from the 1950s through to the end of steam in 1966.

### Ex-SECR four compartment brake third (diagram 171)

Built in 1910-11 as seven-compartment brake 2nd/3rd composites for trio 'A' sets, these 16 coaches were substantially altered for service on the Isle of Wight from 1948-49. The characteristic SECR 'birdcage' lookout for the guard and the rooftop ventilators were all removed to fit the island's restrictive clearances and three compartments were removed to create an enlarged van area for holidaymakers' luggage with a second set of double doors. In stark contrast to the elaborate mouldings of the unmodified areas, the converted van space had plain steel sheeted sides.

In 1956-7 four of these coaches were converted into luggage vans but the remainder continued in service, usually formed at the Ryde Pierhead end of trains on the Ventnor and



Cowes lines, until the end of steam in 1966. Two are preserved on the Isle of Wight Steam Railway

Built	To IoW	IoW no.	Wdn	
1910-11	May 1948	4134	1966-7	
1910-11	May 1948	4135	1966-7	
1910-11	May 1948	4136	1966-7	
1910-11	May 1948	4137	1966-7	
1910-11	May 1948	4138	1956-7	Converted to luggage van
1910-11	May 1948	4139	1956-7	Converted to luggage van
1910-11	May 1948	4140	1956-7	Converted to luggage van
1910-11	May 1948	4141	1956-7	Converted to luggage van
1910-11	May 1948	4142	1966-7	
1910-11	Apr 1949	4143	1966-7	
1910-11	Apr 1949	4144	1966-7	
1910-11	Apr 1949	4145	1966-7	IWSR
1910-11	Apr 1949	4146	1966-7	
1910-11	Apr 1949	4147	1966-7	
1910-11	Apr 1949	4148	1966-7	
1910-11	Apr 1949	4149	1966-7	IWSR

## Ex-SECR semi-saloon composite (diagram 378)

Originally the centre car of the 1910-11 trio 'A' sets, 18 1st/2nd lavatory composites were transferred to the Isle of Wight from 1948-49. As well as removal of roof ventilators, the space taken by the former lavatories was amalgamated with the adjacent compartments to form a saloon.

Twelve of these coaches were converted at Lancing Works to Diagram 378 with first class seating in the saloon and in one adjacent compartment with the remainder to third class standard and this is the layout of the Eastleigh model version. They retained most, if not all, of their original panelling but, as with all of the island's wooden-bodied coaches, time and salt spray on the exposed pier section of the railway led to piecemeal replacement of panels with steel sheet and by 1966 much of the fleet had some degree of patched repairs.

The SECR cars, being heavier than their LBSCR counterparts, were predominantly, but not exclusively, used for 'Newport sets' of two, three or four cars so when the branches from there to Sandown and Freshwater closed several became redundant and were taken out of service, the remainder surviving until the end of steam.



From about 1955 the surviving Diagram 378 coaches were overhauled and re-trimmed with the three centre compartments first class and the saloon and end compartments third class.

Built	To loW	loW no.	Wdn	
1910-11	May 1948	6369	1956	
1910-11	May 1948	6370	1966-7	
1910-11	May 1948	6371	1956	
1910-11	May 1948	6372	1956	
1910-11	May 1948	6373	1966-7	
1910-11	Apr 1949	6374	1956	
1910-11	Apr 1949	6375	1966-7	IWSR
1910-11	Apr 1949	6376	1966-7	
1910-11	Apr 1949	6377	1966-7	
1910-11	May 1949	6378	1956	
1910-11	May 1949	6379	1956	
1910-11	May 1949	6380	1966-7	

### Ex-SECR 8½ compartment third (diagram 378)

The third vehicle of the 1910-11 batch of SECR trio 'A' sets was a six-compartment 2nd/3rd class lavatory brake composite. As with the semi-saloon composites, the lavatories were removed for island service but in this instance, rather than create a saloon, the space was converted into a rather poky coupé or half-compartment. At the other end of the car the guard's van area was converted into two new compartments, the remodelled area steel sheeted externally.

There were a few withdrawals in 1959 but most of these coaches survived until the end of steam on the Island.

Built	To loW	loW no.	Wdn
1910-11	May 1948	2438	1966
1910-11	May 1948	2439	1966
1910-11	May 1948	2440	1966
1910-11	May 1948	2441	1959
1910-11	May 1948	2442	1966
1910-11	May 1948	2443	1959
1910-11	May 1948	2444	1966
1910-11	May 1948	2445	1966



1910-11	May 1948	2446	1966
1910-11	May 1948	2447	1967
1910-11	May 1948	2448	1959
1910-11	Apr 1949	2449	1966
1910-11	Apr 1949	2450	1966
1910-11	Apr 1949	2451	1966
1910-11	Apr 1949	2452	1967
1910-11	Apr 1949	2453	1967
1910-11	May 1949	2454	1966
1910-11	May 1949	2455	1966

## Ex-LBSCR 6 compartment brake third (diagram 210)

During the 1930s the Southern Railway substantially upgraded the island's rolling stock, eliminating all of the remaining four-wheelers and replacing some older bogie coaches. The 1936 batch of new arrivals included ten ex-LBSCR 6 compartment brake thirds which, unlike the former SECR trio 'A' sets, needed little modification for life on the island.

The original guard's side lookouts had been removed and the area sheeted over in 1927. Some ex-LBSCR stock retained their roof ventilators despite tight clearances in Ryde tunnel but these cars originally had fairly prominent ventilators on the roof centreline and photographic evidence suggests that they were removed for service on the island lines.

Two of the transferred cars, 4151 and 4152, had centre windows at the brake end, a legacy from their days as slip coaches, and some others had bodyside panelling replaced by steel sheeting to various degrees. The Eastleigh model is fully panelled apart for the 1927 removal of lookouts and therefore most closely resembles 4153, 4163 and 4164.

Built	To loW	loW dia.	loW no.	Wdn	
1916	1936	210	4151	1966-7	Panelled except van
1916	1936	210	4152	1966-7	Panelled.
1916	1936	210	4153	1966-7	Panelled
1916	1936	210	4154	1966-7	Mostly panelled
1916	1936	210	4155	1966-7	Mostly panelled
1912	1936	210	4156	1966-7	Panelled except van
1916	1937	210	4163	1966-7	Panelled
1916	1937	210	4164	1966-7	Panelled
1912	1937	210	4165	1966-7	Steel sheeted
1912	1937	210	4166	1966-7	Mostly panelled



After nationalisation Isle of Wight stock was given an 'S' prefix to indicate the operating region, presumably as a book-keeping measure to avoid confusion with duplicate numbers elsewhere. However, unlike pre-nationalisation rolling stock on the mainland, the island fleet was not given the 'S' suffix that specified the region responsible for maintenance, presumably because the stock was highly unlikely to wander on to other regions' territories.

### Ex-LBSCR 9 compartment third (diagram 90)

A further batch of 1916-built 6 compartment brake third coaches were rebuilt as 9 compartment thirds for service on the Isle of Wight. The work, carried out at the Southern Railway's Lancing works in 1936, was to such a high standard that it was not possible to distinguish the newly added compartments from the remaining bodywork.

One of these conversions, 2416, is still in service on the Isle of Wight Steam Railway.

Built	To loW	loW dia.	loW no.	Wdn	
1916	1936	90	2412	1956	Panelled
1916	1936	90	2413	1956	Panelled.
1916	1936	90	2414	1966	Panelled
1916	1936	90	2415	1966	Panelled
1916	1936	90	2416	1967	Panelled.
1912	1936	90	2417	1966	Panelled

### Ex-LBSCR 8 compartment composite (diagram 373)

These composite coaches were among the last to be built to an LBSCR design and did not enter service until 1924. They were constructed with four first-class compartments flanked by two third class compartments at each end but one first class compartment was downgraded to third class on transfer to the island in 1936-7.

Some of these coaches had their original wooden panelling entirely replaced by steel sheeting, either before transfer or during their island career.

All survived until the end of steam on the island. 6349 is still in service on the Isle of Wight Steam Railway.



Built	To loW	loW dia.	loW no.	Wdn	
1924	1936-7	373	6348	1966	Unpanelled
1924	1936-7	373	6349	1966	Panelled
1924	1936-7	373	6350	1966	Panelled
1924	1936-7	373	6351	1966	Unpanelled
1924	1936-7	373	6352	1966	Panelled
1924	1936-7	373	6353	1966	Unpanelled
1924	1936-7	373	6354	1966	Panelled
1924	1936-7	373	6355	1966	Unpanelled
1924	1936-7	373	6356	1966	Panelled

## Further reading

These notes can only give a superficial overview of the often convoluted history of these examples of Isle of Wight steam rolling stock. Much more detail can be found in:

Maycock, RJ and Reed; ME 'Isle of Wight Steam Passenger Rolling Stock', Oakwood Press 1997

King, Mike: 'Southern Coaches Survey - Pre Grouping and BR Mk I Stock', Crécy, 2019. *This book focuses primarily on the stock's origins and mainland history but contains some useful drawings and photographs.*