

THE ISLAND OF SODOR

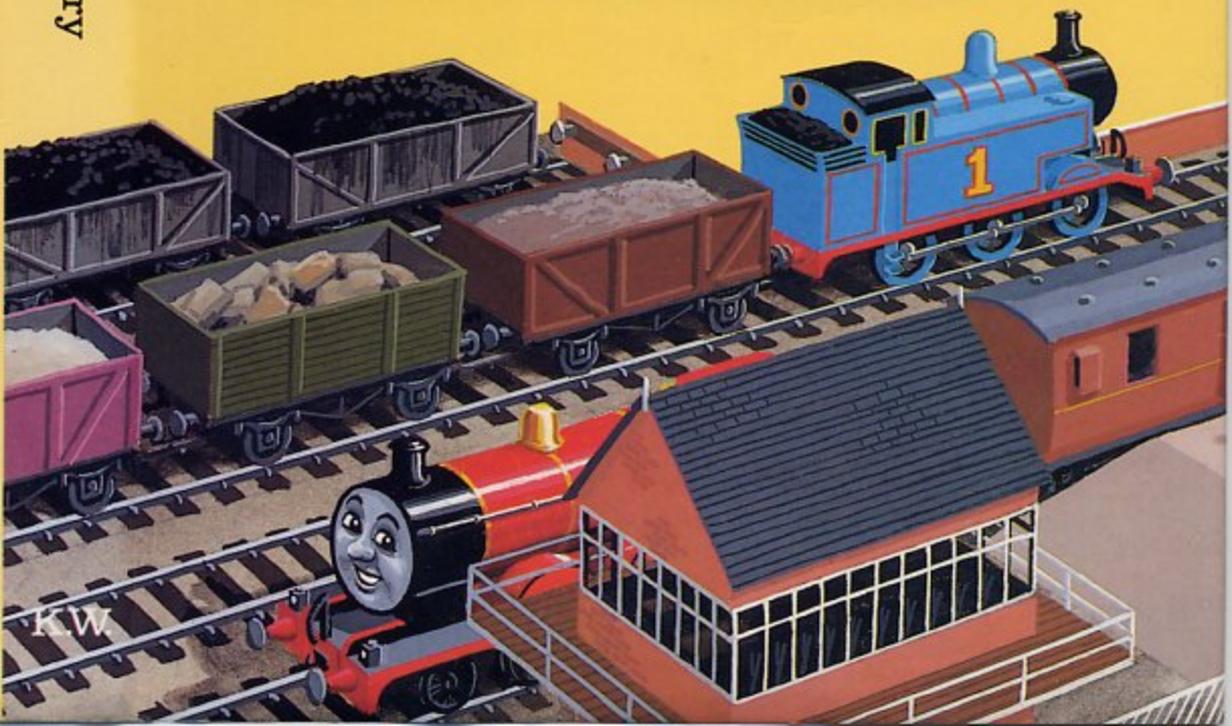
THE REV. W. AWDRY

THE ISLAND OF
SODOR



Its People, History and Railways

The Rev. W. Awdry

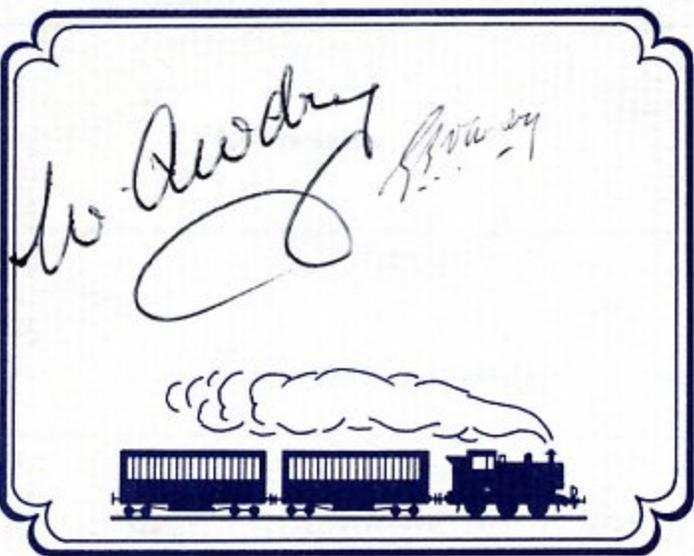


KW

Here is a fascinating and detailed background to the Railway Series stories about Thomas the Tank Engine and his friends—Edward, Henry, Gordon, James, Percy, Toby and others – for all those who have grown up with the books during the last forty years.

Sodor was "discovered" in 1950 following a visit by the Rev. W. Awdry to the Isle of Man. He and his brother George decided that the island would make an ideal location for the Fat Controller's railway. They mapped it carefully, putting in hills, rivers and lakes, railways, roads and the towns and villages they served. As successive engine stories were written, the island developed into a place having a reality of its own. Now Wilbert and George Awdry describe places where incidents in the books happened and reveal the carefully planned structure behind the stories, which always follow real railway practice and are based on true life railway events. Separate sections cover: Railways, People, Places and Engines.

Their book will fascinate all those with a nostalgia for steam engines, especially those who remember the Railway Books from their own childhood, as well as the many readers today who have unanswered questions arising from the stories.



BOOKS IN THE RAILWAY SERIES

- 1 The Three Railway Engines
- 2 Thomas the Tank Engine
- 3 James the Red Engine
- 4 Tank Engine Thomas Again
- 5 Troublesome Engines
- 6 Henry the Green Engine
- 7 Toby the Tram Engine
- 8 Gordon the Big Engine
- 9 Edward the Blue Engine
- 10 Four Little Engines
- 11 Percy the Small Engine
- 12 The Eight Famous Engines
- 13 Duck and the Diesel Engine
- 14 The Little Old Engine
- 15 The Twin Engines
- 16 Branch Line Engines
- 17 Gallant Old Engine
- 18 Stepney the "Bluebell" Engine
- 19 Mountain Engines
- 20 Very Old Engines
- 21 Main Line Engines
- 22 Small Railway Engines
- 23 Enterprising Engines
- 24 Oliver the Western Engine
- 25 Duke the Lost Engine
- 26 Tramway Engines
- 27 Really Useful Engines*
- 28 James and the Diesel Engines*
- 29 Great Little Engines*
- 30 More About Thomas the Tank Engine*
- 31 Gordon the High-speed Engine*

Large format picture books

Thomas's Christmas Party

Thomas Comes to Breakfast

Thomas and the Missing Christmas Tree*

All titles listed are by the Rev. W. Awdry except for those marked * which are by Christopher Awdry.

THE ISLAND OF SODOR

Its people, history and railways



THE REV. W. AWDRY
AND G. AWDRY



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FOREWORD

If you are expecting this book to be like those in the Engine Series, we fear you will be disappointed. But though not like the Engine Series, it has nevertheless developed from them. It is written for all readers from eight to eighty who have, very naturally, begun asking important questions about the stories – “How?”, “Why?”, “When?”, “Where?”

The stories in the Engine Series are all fact/fiction. That is to say they are all based on something which *has really happened to some engine somewhere, some time*. In the books that “something” happens to an imaginary engine on an imaginary railway. It follows therefore that they must have a similar factual/fictional place of operation.

The new map of the Island of Sodor (published in 1983; the map at the end of this book is a revised and updated version) answers the question “Where?”; but it also raises many other questions:- “Why Sodor?”, “Why did the railways choose the routes they did?”, “Why have the places got such odd names?” (Suddery, Crovan’s Gate, Haultraugh, Ballahoo), “What sort of people live in these places?”, “What do they do?”, and so on and so on.

This book tries to answer questions like these and many more. Railways take us to *Places*, so first we travel the *Main Line* then along *Branch Lines* and finally over lines of *Narrow Gauge*. We stop at each place to see things of interest.

People and Places go together. It is *people* who make *places* and give them their character. Some can be mentioned in passing, but others are more important, and so after the section on Places, we have one about *People*.

For some, however, *Engines* are most important of all, so we have a final section specially for them. In this you will find something about each of the engines mentioned in the books;

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but our account of Sodor must be up-to-date, so we also include information about some engines now running on the Arlesdale Railway which have not yet come into any story.

W. AWDRY

G. AWDRY

Sodor 1986

NOTES AND ABBREVIATIONS

Books

In the text incidents from the "Engine Books" are constantly being referred to. To avoid tedious repetition, we use abbreviations made from the first letter of the chief words in the title of each book, followed by a number giving the page of the picture or passage in the text.

Thus:

3RE/25 stands for *The Three Railway Engines*, page 25

TE/17 stands for *Troublesome Engines*, page 17

BLE/32 stands for *Branch Line Engines*, page 32

GBE/10 stands for *Gordon the Big Engine*, page 10, and so on.

But we have had to make three exceptions to this rule:

TOBY/- stands for *Toby the Tram Engine*

TWIN/- stands for *The Twin Engines*

TRAM/- stands for *Tramway Engines*

RAILWAYS

These, in general, are referred to by their initial letters. In the list below are all standard gauge (4'8 1/2") unless otherwise stated.

AR	Arlesdale (The Small) Railway	15" gauge
BR	British Rail (The Other Railway)	
CFR	Culdee Fell (Mountain) Railway	2'7 1/2" gauge
E&K	Elsbridge and Knapford	
LMS	London Midland & Scottish	
MSR	Mid Sodor Railway	2'3" gauge
NWR	North Western Railway	
S&M	Sodor & Mainland Railway	
SR	Skarloey (The Little) Railway	2'3" gauge
TK&E	Tidmouth, Knapford & Elsbridge	
TW&S	Tidmouth, Wellsworth & Suddery	
W&S	Wellsworth & Suddery	

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MAP REFERENCES

Places mentioned in the text have reference numbers to assist their location on the map. Each has a letter and a number. Thus to find CRONK (G6) find where the "G" squares running East/West intersect the "6" squares running North/South.

Please Note:

The reference numbers quoted apply only to the third and revised edition published 1983.

PEOPLE AND EVENTS

Those whose names are starred, thus: Henry **IV,*** or Battle of Largs,* are actual historical characters and events.

Those printed in small capital letters, thus: **ARNOLD OF CRONK** or **THE REGENCY** have further particulars provided about them under People and History.

PART I

THE BEGINNING

Sodor Discovered

By 1950 when the first four books had been written, letters began to come from sharp-eyed youngsters pointing out that engines and buildings often looked different in different books, and sometimes in the same one. It is quite useless to tell a five- or six-year-old that a mistake had been allowed to go into print. That sort of answer wouldn't satisfy at all. To them the stones and pictures are real, and they are entitled to an explanation; so, in my replies, I had to make up a story to account for the discrepancy. I soon developed standard answers for the commonest questions, but even so there were so many letters that life began to get too short!

I had therefore to devise some other way of dealing with the problem. Then I remembered what I had done to satisfy my own three children, and a possible answer suggested itself. I used to try out my stones on them. If they approved all was well. If not I had to try again.

The fourth story in *Tank Engine Thomas Again* is about a race between Thomas, and Bertie, a bus. I had worked out the whole story, but had only written the first two pages which described the argument between the two at Knapford and how they decided to settle it. At the start Thomas didn't hurry. This worried Annie & Clarabel, but not Thomas - he'd remembered the Level Crossing. The pay-off line at the end of the page was: "There was Bertie fuming at the gates, while they sailed gaily through."

As one, my three children protested, "Daddy, that's not fair." So I fetched the rough sketch map of the branch, drawn while I was working out the story. This didn't convey much to them so I redrew it there and then with coloured ink and crayons giving little pictures of Thomas and Bertie and the hazards each would have to face. We counted them up and saw that there were six for each, and they agreed that it was fair after all. I still have that map and it is reproduced on page 154.

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I made a copy of it and sent it to the artist with my picture notes for the story, and he did find it really helpful.

This encouraged me to hope that if I could find a suitable location for the Fat Controller's Railway and map it, I could, so to speak, standardise the scenery at any given spot, and so avoid any more troublesome questions on that score.

But the great question was, Where?

My brother, George and I pored over maps of the British Isles but found nothing suitable till at last a preaching engagement in the Isle of Man suggested an answer. In a long week-end I was able to see something of the island which I had never visited before. I was also intrigued to find that though the Bishop had the title of Sodor and Man, he only had Man for his diocese. There is, of course, a historical reason for this, but as you have to go back some 700 years to find it, George and I decided that we could safely ignore it! We would, we felt, be doing the Bishop and his successors a kindness by restoring the other half of their diocese to them! This of course is the Island of Sodor lying between Barrow-in-Furness and the Isle of Man.

We mapped it carefully, putting in hills, valleys, mountains, rivers and lakes, together with railways, roads and the towns and villages they serve. The first edition of the map was published in 1958 and I sent a copy to the then Bishop saying that I was glad to be able to assure him that his cathedral problems were over, for he now had a magnificent Cathedral in the city of Suddery, the capital of the Island. I am happy to say that he replied in a most gratified manner.

Once we had started to develop Sodor, we found we had begun something of absorbing interest, without which subsequent books in the series could never have been written convincingly.

Railways serve towns, villages and industries, and while place names are wrapped up in geography and/or history, the siting of industry depends largely on geology. The result was that before long we found ourselves evolving a political, social and economic history of the island. To do this we have had to delve into Irish, Scots, Norwegian, Icelandic, Manx and English history besides discovering Sudric sources of our own. The work combines the activities of historical characters and events with fictitious ones in what we hope is a convincing way. There are, of course, many

THE BEGINNING

gaps still to be filled in spite of the extensive further research needed to complete this volume, but we have enough material for two different lectures on "The Railways of Sodor" and another on "Pages from Sodor History". These lectures are always delivered seriously as befits a learned subject! I remember on one occasion inviting questions after I had given a "Pages from Sodor History" lecture, and was asked:

"You write books about the people and railways of Sodor, don't you?"

"Yes," I answered.

"Well," he went on, "aren't you putting yourself in danger of being sued for libel?"

THE SUDRIAN CHARACTER

The earliest known inhabitants of the island were of Celtic stock. Their language - Sudric - is a variation of Manx, but the difference is not enough to prevent Sudrians and Manx understanding each other. Whereas, however, the Manx people are a fusion of Celt and Scandinavian, Sudrian ancestry is more mixed. In addition to Scandinavian and Celt, there are many of Scots or English (mainly Cumbrian) ancestry. But whoever their forbears may have been, it would seem that the Celtic strain has, in the main, prevailed. They are proud to call themselves Sudrians, and remain a remarkably close-knit community whose main desire is to manage their own affairs without interference from those whom they dub "come-overs" or "foreigners".

By the accident of history, while the Isle of Man has retained Home Rule, Sodor has, since the 15th Century, been attached to the Duchy of Lancaster; but Sudrians have never allowed that circumstance to disturb their way of life. While paying lip service to Westminster they pursue a traditionally independent course.

Throughout their long and stormy history as an appanage of one occupying power after another, Sudrians have learnt the art of putting officious and official people in their place. Anything which does not conform to Sudrian common sense or their idea of the fitness of things is politely, but firmly, ignored.

Though nearly all Sudrians are bi-lingual, nevertheless

("I have no English") has been, and still is, a time honoured defence against unwanted foreign interference.

PART II

PLACES IN SODOR

There are few places of note that are not served by our island's railways. In this section we travel from east to west stopping at each place on the NWR main line. Branch lines come next, again from east to west. We then visit places served by lines of narrow gauge.

The NWR Main Line

BARROW-IN-FURNESS (E13)

The NWR have had Running Powers into Barrow Central Station ever since their Agreement with the LMS in 1925. For through trains NWR engines are detached and engines from the Other Railway (BR) take over. Since the 1925 Agreement, the NWR have also had their own locomotive shed, turntable, and servicing facilities here. There is also a joint goods yard for exchange of traffic.

References

"Gordon goes Foreign". 8FE/27,29

Percy boasts of his exploits to BR engines. 8FE/5,7

Douglas rescues Oliver in Barrow goods yard. EE/34,39

THE BRIDGE OVER THE WALNEY CHANNEL (E13)

Visitors to Barrow, and Barrow's inhabitants too, may think that there is only a road bridge here. *This is an illusion!* In addition to the Jubilee Bridge, there is also a double track railway bridge, the property of the NWR. It is a Schertzer Rolling Lift Bridge of some 120ft span designed by Mr Topham Hatt, and erected in 1915 when the NWR was built. Till 1977, when the Jubilee Bridge was built, the NWR had the car-ferry rights over their bridge and worked an intensive and profitable service,

When the road bridge was built to celebrate the Queen's Jubilee, Sir Topham Hatt saw to it that the NWR were given substantial compensation for the extinguishment of their ferry rights.

BR have Running Powers over the bridge to enable them to operate their share of the joint NWR/BR suburban service between Barrow and Norramby (G12), as agreed with the LMS in 1925.

VICARSTOWN (E12,13)

Often mis-spelt Vickerstown. The monkish chronicler, ARNOLD OF CRONK, records that when in 1150 Cronk Abbey was founded as a daughter house of Furness Abbey, the Abbot of Furness* asked for a grant of land on which his Agent or Vicar could build a residence. King Ogmund, suspecting that this might lead to English infiltration, would only grant him land for a house here; hence the place's name.

In 1915 the NWR built their main Motive Power Depot and Administrative Headquarters here; but following the NWR/LMS agreement of 1925 there was no longer any need for the Vicarstown Shed. It was closed in 1927/28, and a smaller one erected for engines operating the car-ferry service. The turntable was taken up and installed at Barrow (8FE/5,7).

References

Thomas was station pilot at Vicarstown till he "escaped" with a goods train, and after narrowly missing disaster on Gordon's Hill, stopped a few yards short of the buffers at Wellsworth. TTE/Passim

Gordon overshoots the turntable here. GBE/8-17

THE BALLAHOO TUNNELS (E11)

The NWR was built as a strategic railway in time of emergency (1915). Speed and cheapness of construction were paramount. A *single line bore only* was cut, and the Up and Down lines gauntleted. While work was in progress a section midway collapsed leaving *two* tunnels (the Western - 1 mile, and the Eastern, or Henry's - 450 yards).

Following "the Henry incident" of 1922 (3RE/38-47), a second bore was cut to provide a double line.

Note Tunnel scenes in 3RE/37,41,43 and 45 were incorrectly interpreted by the artist.

CROVAN'S GATE (GH11)

The town is so named because of the narrow pass (Once much narrower than at present, since road and railway builders have enlarged it). This pass has for centuries been the only practicable route from the east into the interior.

King GODRED CROVAN* with 300 men held some 4000 Normans at bay here for a day till reinforcements under JARL SIGMUND and Thorkell could arrive and occupy the surrounding heights. Then feigning retreat, CROVAN lured the Normans through the gap which Sigmund then closed. The Normans were thus pinned down in a narrow space where they had no room to use their superior horsemanship except in trying to escape from what had become a virtual massacre.

Apart from its military importance, Crovan's Gate has been an agricultural market town till in the 18th Century the Crovan's Gate Mining Company made it the headquarters for their operations at Ward Fell and in the Skarloey Valley. (See below, SKARLOEY RAILWAY).

In 1915 the NWR established repair shops here. Since 1925 these shops have been expanded as required till, with the decline of steam on the mainland, the Works are now equipped with machinery and craftsmen able to tackle any type of steam locomotive overhaul or rebuilding that may be needed.

References

Edward goes to C.G. for repairs and meets Skarloey. 4LE/5

Gordon meets Sir Handel at Crovan's Gate Exchange sidings. LOE/5

Toby is sent here for repairs. 8FE/38-49

Oliver, rescued by Douglas at Barrow, is brought here for safety. EE/45

Duke is brought here for repairs. DLE/57

Early (1865) days at Crovan's Gate. VOE/passim

KELLSTHORPE ROAD (HI9)

The town of Kellsthorpe gets its name from THORKELL OF NORWICH. He and Godred Crovan* fought on opposite sides at the battle of Stamford Bridge (1066)*. Both were wounded and struck up a friendship afterwards. When Saxon resistance to William I* collapsed in 1067, Thorkell was so disgusted that he marched his men across to the Lancashire coast. They were welcomed in Sodor, and granted land in return for help when required in the defence of the Island.

Note Kellsthorpe Road is the junction for the KIRK RONAN BRANCH.

References

Henry's "super-rescue" of two trains starts at the signalbox and level crossing here. EE/23

Other incidents:

Bootlace affair. About a mile east of K.R. JRE/26-31

Edward catches the runaway James. West of K.R. EBE/54-59

Donald & Douglas rescue Henry from a snowdrift also West of K.R. TWIN/49

KILLDANE (G7)

Originally Keeill-y-Deighan - "The Church of the Devil", in allusion to the circle of standing stones on the plateau above the village. There is a local legend, with no historical foundation, that a bloody battle was fought here against a party of Danes. (This tale is reserved for English visitors only; no-one else would swallow it!)

Since the building of the railway, Killdane has virtually become a suburb of Cronk. An hourly service of trains is provided which becomes half-hourly at peak periods. Four passenger trains a day each way continue the journey along the branch to Peel Godred hauled by electric locomotives.

In 1967 a ballast processing and distribution centre was set up here by the Arlesdale Ballast and Granite Co. (SRE/3-9).

A Motorail Terminal was opened here for the Island in 1977.

Killdane is the junction for the PEEL GODRED BRANCH.

References

James brings his "troublesome trucks" here. JRE/46,49

Henry has his accident here. HGE/26-29

Toby stops here to fill up with water, but is moved on. He runs dry before reaching Kellsthorpe Road. 8FE/43

Gordon & Henry meet a cow on the bridge which carries the railway over the Balladrine/Killaban road (H7). EBE/10-15

CRONK (G6)

The place's full name is Cronk-ny-Braaid - The Hill in the Valley; but nobody ever uses it! The town and castle were built on a curiously shaped rocky eminence which commanded the entrance to the valley, leading to the heart of the Island.

Cronk with its strategic position became a fortified town at an early date, but the castle is relatively late. It is a development of a

PLACES IN SODOR

much earlier Celtic Peel or Refuge Tower. It was built in 1104 by SIGMUND, the first King of an independent Sodor. He pulled down the Peel, and replaced it with a Norman type motte and bailey.

During the Great Rebellion* Cronk, having been promised Irish help via Harwick and Peel Godred, held out for four months against Cromwell;* but the relief never came, the garrison surrendered on honourable terms, and the castle was blown up. The ruins are in the care of the Sodor Island Trust.

The town is a busy one but has no big employer. There are instead a large number of small firms all engaged in light electrical industry or instrument making of one form or another.

Cronk is a fascinating town, and an ideal centre from which to explore the Island. It has a number of good hotels of which The Crown of Sodor in Sigmund Street is probably the best.

References

Gordon loses his dome on the viaduct west of the town. DDE/17
Gordon waits here to take over the express from Stepney and Duck. SBE/55

"Super Rescue" ends here with Flying Scotsman and Donald waiting to take over the two trains from Henry. EE/31

MARON (G5)

The church is dedicated to ST RONAN, so that the generally accepted view is that the place name comes from Ma Ronan (Sudric for St Ronan).

The modern village is round the station at the summit of Gordon's Hill, but the older houses are built on ledges climbing up from the valley of the Maura (Sacred River). Other authorities claim that this is the basic source of the name.

Viewed from the valley the hillside village has a picturesque and alpine aspect. Many of the lanes leading to the houses are too steep and narrow for wheeled traffic. Donkeys with panniers are still employed in the delivery of bread, groceries and even coal.

The station is a compulsory stop for all Down, loose coupled and "unfitted" goods trains. Brakes must be pinned down here. Conversely bank engines stop here and use the station crossover for the run back to Wellsworth.

References

James' Driver collapses here, and while his Fireman helps him to

the station, boys meddle with James' controls, and set him going. EBE/50-51

From Maron the breakaway trucks follow Duck over the cross-over. The chase lasts as far as Crosby. DDE/48ff

GORDON'S HILL (G5)

Since Cronk and Maron are some 280ft higher than Suddery Junction near Wellsworth (G4), the five miles at a ruling gradient of 1 in 75 have through the years been a testing ground for NWR locomotives. Gordon stalled here with a goods train soon after he arrived in 1923. It has been called Gordon's Hill ever since.

References

Gordon stalls here in 1923. 3RE/25

Thomas' trucks nearly get away with him. TTE/43

James lets trucks get away with him. TTE/52;TOBY/40ff

James "stalls" on wet leaves. GBE/22-31

"Troublesome trucks" break away. JRE/40-45

Douglas pushes too hard, and brake-van collapses. TWIN/40-45

SUDDERY JUNCTION (G4) (Sometimes called Edward's Junction)

Gordon's Hill linked the two main standard gauge lines in the Island. They were the Sodor and Mainland (S&M), and the Tidmouth Wellsworth and Suddery (TW&S) Railways. The TW&S was a coastal line often no more than some 20ft above high tide level.

The signalbox here controls entry to and from the branch to Suddery and Brendam.

Reference

It was here that Edward was switched to the main line, and Gordon to the branch. MLE/34ff

WELLSWORTH (G4)

Known in the books as "Edward's Station". The name probably derives from a well, now dry, in the grounds of the Old Nunnery. Legend has it that St Tibba, or it may have been St Ebba, in the 6th Century, had a dream. As a result of it she caused a well to be dug here, and with its water effected many remarkable cures.

The Poor Clares settled here and built their hospital around the well. Though Henry VIII* nominally suppressed the Order in

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1534, the Sudrian interpretation of the Act secured that St Tibba's Hospital remained and expanded as need arose. It has recently been rebuilt on a new site and has deservedly the highest reputation of any hospital on the Island.

Wellsworth is a pleasant seaside town. The air here is reputedly pure and bracing. There is a Convalescent Home, and many doctors recommend a period spent here to patients suffering from respiratory ailments.

References

Thomas brings the trucks here from Vicarstown, and meets the Fat Director. TTE/44ff

A Breakdown train is kept here. TTE/51

Thomas works in the yard here, and doubtless "banks" trains up Gordon's Hill when required. TTE/48,49

The Fat Director lives in Wellsworth, and comes to the station every morning to catch his train. TTE/48

While here Thomas rescues James after his accident. TTE/61

James runs away down Gordon's Hill, and collides with some tar wagons here. TOBY/42ff

The Vicar of Wellsworth rescues Trevor from scrap. EBE/38ff

Bertie's Chase ends here. EBE/28-31

Duck spends some time here with Edward when he has to leave Tidmouth. DDE/46ff

CROSBY (G2)

Originally Croshbyr. (Crosh = cross or crucifix; Byr = croft or farm).

The name clearly derives from the remarkable stone cross which stands on a mound in the churchyard. It is unique in the Island, and though it bears an affinity to that at Gosforth in Cumbria, we have never seen anything quite like it anywhere else. It dates from the early 11th Century when the revival of Christianity in the Island began to take hold. A cross of Celtic pattern is mounted 10ft above ground on a single slab of stone. It was a Preaching Cross, and the carvings on each of the four faces give some idea of the method missionaries had to use in order to get their message across to people steeped in Norse mythology.

Beginning with the south face and working round clockwise, each face portrays legends with which all were then familiar. The

Creation of the World is represented with the First and Golden Age. The Wars of the Gods then shatter this harmony. This leads to The Gods' Twilight with Chaos supervening. Finally the eastern face portrays the coming of the promised Son of the Gods – the All Powerful – and the Dawn of a New Age. This consummation is shown by the Crucifixion with Mary Magdalene and Longinus at the foot of the cross, while the final triumph of good is symbolised below them by The Lamb trampling serpents under foot.

Note A fuller interpretation of the carvings and the legends is given in the church Guide Book.

The cross stood undisturbed for some 600 years till James Catherick, a puritan preacher from the Isle of Man was intruded into the benefice during the Commonwealth*. Catherick took great exception to “graven images”, and called repeatedly for the destruction of “this monstrous idol”. Crosby people were outraged. It is not to be supposed that they appreciated its value, but it was theirs, and with true Sudrian spirit they were not going to allow any foreigner to tell them what to do with it. They sent word to their real Vicar, the Rev. Samuel Heyhoe, and waited their opportunity.

Since no Crosby people would volunteer to help him, Catherick had to enlist “godly helpers” from outside. Two days later he returned to find that in his absence the Cross had “unaccountably” disappeared. Catherick was furious. Not only had he been made to look a fool, but he was also out of pocket; for in order to induce his “godly helpers” to come at all, he had had to pay them in advance, and this payment they now flatly refused to return.

As was to be expected he was unable to get any information from the village. All professed to be as surprised and mystified as he! But he could not escape the impression that behind their dead-pan faces the whole village was laughing at him. Legend has it that Hell Fire, Brimstone, and the Dreadful Fate of Sinners loomed large in his sermons for the next few months.

At the Restoration, Mr Heyhoe was re-instated, and a few weeks later the Cross, little the worse for its adventure, was levered into its socket amid general rejoicing.

It is regretted by some that the church does not match the cross. Little remains of the original 11th Century building. The first

church was a small one consisting of nave and chancel only. This, with embellishments put in during the 13th and 14th Centuries, survived till the 1860s, and by then was in great need of restoration. Crosby's popularity as a health resort had then begun, and the need was felt for a larger building to match the town's expected growth. The old church was accordingly pulled down and reconstructed Aisles were added on both sides of the nave, and the result was virtually a new church with little reference to the old. Its links with past ages were lost, but as a Victorian period piece it nevertheless has its charm.

One link with the churchyard cross there is, albeit a tenuous one. Walk down the centre aisle to the Chancel arch, and lift the carpet at the foot of the pulpit steps. A stone slab covers James Catherick's remains laid here at his own wish in 1659. The epitaph reads:

James Catherick lies here, whose name alone
The pulpit will preserve, without this stone.

None of his sermons have survived; nevertheless his attempt to destroy their Cross, and their success in foiling it, has kept Catherick's memory green in Crosby's local legend.

For the rest, Crosby is a quiet seaside town with the same salubrious air as Wellsworth, and is popular with visitors and convalescents alike.

References

James is derailed 1 ½ miles east of the station. TTE/57

Boys standing on the bridge drop stones. HGE/51,53,61

Cows charge Edward's train 2 miles west of Crosby. EBE/4-7

During "Bertie's Chase", the Bus driver fails to catch Edward and telephones ahead to Wellsworth. EBE/24-27

Duck, propelled by run-away wagons, crashes into a Barber's shop in Crosby station yard. DDE/56-61

CROSBY TUNNEL (G1,2)

One mile in length. It was cut by the Wellsworth and Suddery Railway (W&S) in 1912 following the agreement made in that year to amalgamate with the Tidmouth Knapford & Elsbridge Railway (TK&E), to form the Tidmouth Wellsworth & Suddery Railway (TW&S) The tunnel, originally cut for a single line, was opened

out for double track in 1915 when the NWR took over the TW&S railway.

KNAPFORD (Main Line) (G1)

It will be noted that there is a certain "Englishness" about the place names in this area. This is because it was formerly fenland drained and reclaimed by English engineers. For centuries the area below Elsbridge (F2) had been flooded both at high tide and when the river was in spate. At other times it looked innocent enough to tempt unwary invaders to choose this route inland. All without exception found themselves engulfed in bog.

During the 1880s the Ulfstead Mining Company became interested in the minerals (lead mostly) waiting to be found on the higher ground east of the marsh; but without a firm footing they could not be either extracted or transported away. Accordingly they called in A. W. Dry & Co who had experience of working on drainage problems in East Anglia. A. W. Dry built embankments across the flats north and south of the river (along which the main line of railway now runs), and installed tide gates. The river was then embanked along its south eastern side, but the opposite bank was left open to provide a flood-pool for the normal river flow which could be drained off every day at low tide. It thus remained a marsh where the Elsbridge fenmen could carry on their activities as before, and since this, fortunately, was the side of the river they preferred, they offered little opposition to A. W. Dry's drainage operations on the east.

This explains why, on the map, the area west of the river is shown bare, in contrast to the development indicated on the eastern side.

The present station at Knapford is the third on the site, and dates from 1956 when SIR TOPHAM HATT II disturbed by the congestion at Tidmouth (F1), launched his Knapford Harbour Development Scheme as referred to in *Percy the Small Engine*. As also mentioned in that book there are two stations at Knapford - Junction and Harbour. It will be remembered that it was from Harbour station that Percy took the children home during a cloudburst (PSE/50ff), and had to negotiate floods north of Toryreck on the way.

Knapford has been useful as a supplementary harbour, but its exposed position has not enabled it to provide the best answer to

Sir Topham Hatt's problem. That was why in 1966 he went north to see what could be done at Arlesburgh (E2,3).

The town of Knapford itself, though an important railway junction, is in a bleak position. It is a railway and dock town. Few people live here apart from railwaymen, dock workers and drainage engineers.

References

Thomas meets his friends here. TTE/63:others/passim

Thomas leaves the guard behind. TETA/10,11

Percy runs away from Knapford. TE/54-57

Percy's "backing signal" is Knapford "outer Home". PSE/14-19

Percy's race with Harold Helicopter ends at Knapford Harbour station. PSE/46-49

"Percy takes the plunge" from a jetty at Knapford. 8FE/14-17

The "Engine Cavalcade" starts for England from Knapford. 8FE/59

Donald damages a signalbox at Knapford. TWIN/34ff

The engines assemble at Knapford to watch Stepney come through on his way to Tidmouth. SBE/5,13

Note For further remarks about Knapford see KNAPFORD JUNCTION in the chapter on Branch Lines, p29).

TIDMOUTH (F1,2) Port, Town, and Railway station.

There is a mistake in the map to be noted here. *The Main Line continues from Knapford as far as Tidmouth, and should be marked as such.*

Tidmouth's rise and development is mainly due to the enterprise of A. W. Dry & Co. already mentioned under KNAPFORD.

The harbour, which is deep and well sheltered, has been known for centuries as a safe place in which to ride out storms; but access from land was, until the 1880's, only possible on foot or by pack-pony. The valley of the Tid, north east behind the town, is peculiar in that it is narrow and enclosed by precipitous cliffs; and being throughout on a higher level, the river falls sharply before reaching the sea. Even now there are only footpaths along the valley.

Till well on into the 19th Century it was a rough place, the haunt of smugglers who alternated as fishermen, and who had developed their special kippering process, the secret of which is still jealously preserved today.

A. W. Dry & Co faced considerable opposition when wishing to use the harbour as a base for operations in the Knapford area, Boat building however, was among their various activities, and they had produced a new design of fishing boat which fortunately found favour with the Tidmouth men. This together with judicious "sweeteners" eventually opened the door to an amicable arrangement. Supplies and equipment for the drainage project could then be brought in by sea and conveyed along a coastal road built for the purpose round the headland.

By 1905 the Mining Company had become dissatisfied with Knapford as a port and adopted A. W. Dry's suggestion of extending their tramway along this coastal road to Tidmouth, and Topham Hatt, a young engineer from Swindon who had lately joined A. W. Dry's staff, built some light steam locomotives for them.

All went well, and trade boomed till an Autumn gale in 1908 destroyed the road and the tramway with it. Trade was disrupted, and numbers of miners were thrown out of work. The situation was desperate. A. W. Dry had a large interest in the mines, and had not yet been paid in full for the drainage work done. With the help of a Treasury Loan they put unemployed miners to work under Topham Hatt's direction, cutting a railway tunnel through the ridge south of Tidmouth and laying a railway directly from Tidmouth to Knapford. The Tidmouth, Knapford and Elsbridge Light Railway was formed in 1910. Amalgamation with the Wellsworth and Suddery Railway followed in 1912, and brought fresh trade to Tidmouth. But it was only when the double track NWR was completed in 1916, connecting Tidmouth at last with the outside world, that its potential as a harbour was realised, and its development could really begin.

The town's growth as a port and industrial centre has been phenomenal, and it rapidly became the Island's commercial capital. However it still retains many marks of its uncouth origins, and is not attractive to tourists. Nevertheless those ramblers who are bold and dedicated enough to scramble up the steep path beside the Falls of Tid will be rewarded in the valley beyond, which is a place of awesome splendour.

Mention of the Falls is a further reminder of Messrs A. W. Dry's enterprise. By harnessing the Falls of Tid, Tidmouth became the first town in Sodor to be lit by electricity. This was in 1906.

PLACES IN SODOR

The passenger Railway Station has an all-over glass roof spanning four terminal roads and one "through road" (MLE/33,35;EE/9). The "through road" leads into the Arlesburgh Branch which is commonly known as "The Little Western" or Duck's Branch Line.

References

The Passenger Station, Sheds, Turntable etc, etc. are referred to throughout the series; but the pictures of Station, Yard, Sheds etc. in the early books are often inconsistent. It is only when we reach books 12-26 that we get an idea of what they are like. Even then inconsistency creeps in, e.g. in SBE/43,45 the Tidmouth engine shed is shown with four roads, while on page 57 of the same book it has five! The Engine Sheds are shown with most accuracy in Thomas's Christmas Party. (TCP/Passim).

References

Interior with central turntable TCP/9,13

Station and coaling stage TCP/15

View of buildings in evening TCP/23

Main entrance TCP/24

The Fat Controller's Main Office is at Tidmouth. TE/32;8FE/33; TWIN/9

Gordon and James have trouble on the turntable. TE/24,29

Henry meets an elephant in Tidmouth tunnel. TE/8-17

Percy is, for a while, station pilot here. TE/41-45;PSE/4-35

Percy collides with the luggage trolley. HGE/42-49

Duck takes charge. PSE/26-35

City of Truro comes to Tidmouth. DDE/6,7

Flying Scotsman comes here too. EE/8-11

"Tenders for Henry". EE/17

Diesel fails and Stepney and Duck take over. SBE/46-55

Bees escape in the station. MLE/20-25

Confusion caused by the lady's green floppy hat. MLE/33

H.M. The Queen visits Sodor, and reviews the engines at Tidmouth. GBE/63

Note Tidmouth is the junction for the Arlesburgh Branch.

Branch Lines

THE NORRAMBY BRANCH

BALLAHOO (F11) (The farm on the river Hoo)

Ballahoo is now a dormitory town for Barrow. It is served by the NWR/BR suburban service from Barrow (½ hourly at peak periods; 1 hourly intervals at others).

NORRAMBY (G12)

Originally Normanby – the Bay of the Normans. A Norman army landed here in 1089. Routed at Crovan's Gate, they fled back to their ships only to find that most had either been burnt or captured.

Norramby is now an attractive sea-side residential town. It has safe sandy beaches, and is a popular holiday resort for Mainlanders. It is the terminus of the NWR/BR joint suburban service.

KIRK RONAN BRANCH

ROLF'S CASTLE (I8,9)

Rulwer, or Rolf, was Bishop of Sodor & Man 1070-79,* and built himself a fortified residence here. He also began rebuilding the Church (later Cathedral) of St Luoc in Suddery.

Rolf died in 1079 while on a visit to the Isle of Man, and was buried at Kirk Maughold.*

The Bishop's house is now in Suddery, and Rolf's Castle, rebuilt in 1665 after being dismantled by Cromwellians, is now a Conference Centre.

KIRK RONAN (J8)

The Church of **ST RONAN**. Ronan with **BRENDAN** and **ABBAN** were 6th Century Irish Missionaries. Till the 1860s the place was a fishing port. In 1865 it was reached by the Sodor & Mainland

Railway (S&MR) which was the first standard gauge railway in the Island.

They hoped to start a steamer service from Kirk Ronan to Dublin. This project failed, but the Crovan's Gate Mining Company used it extensively for the shipment of ore.

In 1920-25 the NWR started daily sailings to Dublin, and had enough success to disturb the LMS. Sailings to Dublin still continue, but following the Agreement of 1925, they are on Tuesdays and Fridays, as a local service only.

Reference

Skarloey Railway No.1 was shipped from Whitehaven to Kirk Ronan in 1865, and before dock manage had been installed. VOE/9.

THE PEEL GODRED BRANCH

(General Notes)

In their Act of 1853 the S&M obtained powers to build a branch line to Peel Godred (D6), but never did so. As their successors the NWR inherited these powers.

In 1923 the Peel Godred Power Company, a subsidiary of the British Aluminium Company,* was formed to build a hydro-electric station utilising the waters of the three lakes, Corloey, Dubbhyn Moor, and Loey Machan.

A standard gauge railway was needed to transport their bulky equipment since the clearances on the narrow gauge Mid Sodor Railway were inadequate. They agreed accordingly with the NWR, who held powers to construct, to pay half the cost of building a branch to serve their works, leaving the main line at Killdane.

The branch was built as a light railway, and as the gradients are heavy, it was agreed that it should be worked by electric locomotives on current supplied by the Power Company. The traffic is mainly in freight, but eight passenger trains run each way daily from Killdane. Four of these run to and from Cronk, the locomotive exchange being made at Killdane.

The Branch line serves three stations.

ABBEY (F6)

This is now an unstaffed Halt serving Cronk Abbey School and Village. It was built in 1923 as a private station. The land from

the Abbey estate needed for the railway was given by the owner, ALBERT REGABY, Viscount Harwick, Chairman of the NWR, on condition that a station was provided for his family and tenants,

Cronk Abbey had been the Regaby family seat since 1540 when, on the dissolution of the Abbey, it came into the hands of SIR GEOFFREY REGABY, King's Agent in Sodor. MICHAEL COLDEN, the last Abbot, became the first Bishop of Suddery. Sir Geoffrey turned part of the Abbey into a mansion, and founded and endowed a Grammar School in some of the remainder. In 1870 the school, needing to expand, bought more land from Lord Frederick Regaby. When his grandson Lord Henry succeeded to the estate in 1947 he was faced with crippling death duties, and sold the remainder to the school. He now lives in a small house on the outskirts of Suddery.

The school, now a recognised Public School, has developed on the model of King William's College, Isle of Man.* It has an excellent reputation. It has some 400 boys and a long waiting list.

Abbey Station is normally unstaffed, but at the beginning and end of each term, when special school trains are run, staff are drafted in to cope.

There are, so far, no references to it in the books.

KIRK MACHAN (E6) (Pronounced Matshan)

The village lies at the foot of Culdee Fell (D8)-The Mountain of the Companion of God.

ST MACHAN came over from Ireland in the latter half of the 6th Century. He was of a solitary turn of mind and lived alone in a cave on the mountain. Nevertheless he became a legendary figure, and people came to him from far and near. Even after his death his cave remained a place of pilgrimage, and it is still something of a national shrine.

A church dedicated to him was built at the foot of the mountain in the 11th Century, on the foundations of one still older, and a hospice for pilgrims was erected nearby in the 12th Century, staffed by brothers from Cronk Abbey.

A village grew up around them. The hospice is now an hotel, but the proprietor is glad to show the oldest parts of his premises to interested visitors, and explain their former use.

The station at Kirk Machan is the property of the Culdee Fell Railway, opened in 1900 to take people up the mountain. The

Peel Godred Branch trains use the eastern face of the Mountain Railway's arrival platform paying rent for the facility.

The mountain railway closes down from Michaelmas to Easter, and the station is then unstaffed; but a Staff of at least six are needed to cope with the traffic on both railways during the Summer. The NWR has laid in a passing loop which is pressed into service at busy times. On its way northward the Branch has to swing eastward to avoid the mountain railway's workshops.

Traffic exchange of light goods and parcels is normally done at the passenger platform, but an exchange siding has also been provided north of the mountain railway's Works. Here the 27½" gauge rails lie alongside a siding from the NWR branch so that locomotives and other weighty equipment can be transferred conveniently (ME/31).

KING ORRY'S BRIDGE (D6)

Leaving Kirk Machan, a train for Peel Godred burrows under the Rack Railway, and crosses the River Ab by a plate girder bridge. Away to the left a substantial road bridge has been built to by-pass a bridge of mediaeval construction which stands on our (i.e.east) side of the new structure. This is King Orry's Bridge, now preserved by The Sodor Island Trust.

The name is not strictly accurate as this bridge replaced the ford which was the only way of crossing the river in King Orry's time. It was at this ford that in 984 KING ORRY (Godred I)* trapped and routed a strong invading force led by Sigurd the Stout,* Earl of Orkney.

PEEL GODRED (D6)

The railway tunnels under the east end of the hill on which the town is built, to reach a station on the northern side.

Peel Godred is a good example of a Burgh or walled fortress town. It dates from before the time of GODRED II*. It was probably Godred I)* KING ORRY), King from 979 to 989, who turned the Peel, or Tower of Refuge, into a fort, and surrounded the town with a wooden stockade. Godred II (Crovan) improved on his grandfather's work, and had, by 1070, turned it from a stockaded fortress into a completely walled town. He made it his headquarters during his conquest of The Isles, Dublin, and Man.

Throughout its long and honourable history, Peel Godred

has been many times besieged, but never taken. Even the Cromwellians failed to get near enough to use their artillery effectively.

There is a first class hotel in the Market Place reputedly built on the site of Godred Crovan's Hall. Its name has recently been changed from the rather prosaic "Crovan's Arms", to the more striking, "White Gauntlet". "This," says the landlord - a local historian of some repute - "is a reminder of the fact that Godred II was given the nick-name of Crovan from his custom of wearing white leather gloves, or gauntlets, in battle."

Peel Godred is the main depot of the Sodor Regiment. Their colours are: Sable two gloves Argent Saltirewise, charged in fess with the Rose of Lancaster Proper.

THE SODOR ALUMINIUM WORKS (D6)

Beyond the town station and goods yard, the line continues for a mile or so before fanning out into sidings at the Aluminium Works. The Sodor Aluminium Company, a subsidiary of The British Aluminium Company,* was formed in 1926 to own and operate the Power Company above mentioned.

The carriage of alumina from Tidmouth to Peel Godred, and of ingots to England via Barrow has been a source of steady revenue to the NWR. This together with general goods and passenger traffic enables the Peel Godred Branch to more than pay its way.

THE BRENDAM BRANCH

(General Notes)

This branch formed part of the main line of the Wellsworth and Suddery Railway (W&S) opened in 1870, running from Crosby to Brendam. This eastern end was demoted to branch status when the NWR main line was built in 1915. It joined the W&S at what is now called Suddery Junction.

The branch is an important one and carries considerable traffic. In addition to serving the Island's capital, Suddery (H5), the china clay beds near Brendam (I5) generate a great deal of freight working. The line is known in the books as "Edward's Branch line", and latterly (see MLE) Boco has been engaged to assist, but these two are by no means the only motive power employed. Through passenger services for commuters to and from Tidmouth

are provided between 8 and 10am (EBE/18-31) and 5 to 7pm (MLE/34,35). This service is supplemented at other times by push-pull trains from Wellsworth.

SUDDERY (H5)

Suddery is the capital city and administrative centre of the Island.

Tradition has it that ST LUOC landed from his coracle on the shores of Suddery Bay. In proof of this, visitors to St Luoc's Cathedral are shown in the crypt, the remains of the Keeill, or chapel, which he built for himself on landing.

Luoc in the 5th Century was the first Christian missionary to reach Sodor. The city's Arms perpetuate the legend of his miraculous arrival. They show the saint arrayed as a bishop standing in a coracle and holding his crozier. Below is the city's motto "Luoc Sodoris Lux" (Luoc – the light of Sodor).

A small church was built on the site in the 10th Century, but work on a Cathedral was begun by Bishop Rolf* (see Rolf's Castle) in 1071, who seems to have preferred it to that inconveniently placed on Peel Island, Isle of Man.* Work was continued by his Successor Hammond*, but it then suffered a long period of neglect and by 1392 was in such a poor state that an appeal, blessed by the Pope, was made to the faithful urging them to give alms "for reparation of the Church of Sodor." Sudrians always maintain that these monies were misappropriated, for instead of being used for their clearly defined purpose – the repair of St Luoc's, Suddery, which is undoubtedly The Church of Sodor – they were diverted to repair the church on Peel Island. A period of "make do and mend" followed with authorities doing what they could with what little monies were available. Eventually in the 16th Century, with funds released for the purpose by the dissolution of Cronk Abbey, it was restored and rebuilt in tudor style by the first two bishops of Suddery, MICHAEL COLDEN (1540-1565), and Timothy Smeale (1565–1594). It is small as cathedrals go, being perhaps on a par with Hereford in size, but whereas Hereford has Norman grandeur and solidity, Suddery with its "tudor perpendicular" has the large windows which give it a grace and lightness all of its own.

As the Capital of the Island, Suddery was fortified, but the castle is relatively late in date. It was built at the end of the 12th Century to fill a gap in the city's defences after a Manx raiding

party had redeemed their failure to enter and loot the city, by making off with several ships. A castle was therefore built overlooking the harbour. It was a Norman type castle with a Keep, and was always held by the City and never by a baron,

It was blown up by parliamentary troops during the Great Rebellion,* and the shattered masonry slid down into the harbour. The site, a commanding one, was re-fortified during the Napoleonic wars,* but the batteries built then have not spoilt its appearance.

The blown-up masonry in the harbour eventually created a bar preventing its use by shipping except of the very smallest draught. Since all attempts at dredging have proved costly failures, the Mayor and Corporation made a virtue out of necessity. If they could not have shipping of one sort they would have it of another. The docks have been turned into a flourishing Marina which draws yachtsmen from all parts, and the Suddery Regatta has been spoken of as the northern counterpart to Cowes.

Since the docks cannot be used for any but the lightest traffic, the former rail connection has been taken up, and the station re-sited more conveniently for the City.

BRENDAM (IJ5)

The “white mountains” visible some two to three miles to the northwest of Brendam are spoilheaps of quartz and sand from the china clay pits. The clay is used in making porcelain, paper, paint, plastics, medicines and cosmetics. It is shipped from Brendam all over the world.

This is a recent development. Till 1949 Brendam was a quiet fishing village where apparently nothing much ever happened. In the early 1900s the W&S Railway extended to Brendam, and built jetties there intending to use it as a port, but after a few years they abandoned the project and transferred to Tidmouth. The fishermen were glad of the jetties and the railway, but carried on as before.

The village had grown up round the mouth of a small river. **ST BRENDAN'S** Church, though small, has a conspicuous 15th Century tower standing slightly apart from the main building. It was erected as a landmark to guide boats along the only safe channel by which to enter harbour.

Now the pattern of life has changed. Fishing has declined, and the majority of the (now) 4500 inhabitants are employed in one way or another by the Sodor China Clay Company.

The clay beds were discovered in 1948, and a Company formed to work them. A new harbour, capable of accommodating ocean-going vessels, was built some one and a half miles south of the old one, and a private railway laid down to link the Workings with the harbour and the NWR. This line is worked by the Clay Company's own locomotives (MLE/passim).

There has naturally been considerable housing development, not only round the harbour area, but also on the hillside above the old village. Great care has been taken to ensure that the new buildings shall harmonise with the old. The Clay Co. and their architects have succeeded admirably in this. Much more difficult has been the establishment of a harmonious relationship between the two communities - "the Villagers and the Clayboys", the old inhabitants and the new; but now after nearly fifty years there are welcome signs that the two communities are at last fusing into one.

There has been a Girls' School on the hills above Brendam since 1873. Lady Margaret Cranstal, the daughter of an East India Company "nabob", was a wealthy woman in her own right, besides inheriting her husband's estate. When she died in 1870 - a childless widow - she left her house and estate for the establishment of a school for girls "so that they may enjoy the same advantages as their brothers do at Cronk Abbey". At present there are some 200 girls in the school, and the Headmistress is Miss I.M. Bealbus MA.

References

Bill, Ben and Boco. MLE/4-15

Bill, Ben and Gordon. MLE/36-43

Bill and Ben on a "Brake-van Special". MLE/47

THE FFARQUHAR BRANCH

Thomas's Branch (G1,2,F2,3,E3,4)

KNAPFORD JUNCTION (G1) (General Notes)

The first railway in the area was from Elsbridge to Knapford. We now call this The Harbour Line. Opened in 1885, it was lightly built and horse worked. It ran from the wharf at Elsbridge to that

at Knapford, cutting out the hazardous shipment stage down the river. It curved east from Elsbridge to Toryreck mine, and keeping to the firmest ground, swung round in a wide curve to reach Knapford. But Knapford harbour proved a disappointment. It needed constant dredging and by 1905 the cost had become prohibitive. The Mining Company abandoned it and extended the line along A. W. Dry's road to Tidmouth round the headland, using light locomotives for haulage. These were built for them by Topham Hatt A. W. Dry's young engineer recently arrived from Swindon.

In 1908 however, this line was destroyed in a storm. Great distress and unemployment resulted. To alleviate this A. W. Dry, with the help of a Treasury Loan, employed out-of-work miners to cut a tunnel (G1) through the ridge south of Tidmouth, and the first train of the newly formed Tidmouth, Knapford and Elsbridge Light Railway steamed through in July 1910.

In 1912 came amalgamation with the Wellsworth and Suddery Railway who also had their eyes on Tidmouth, and tunnelled through the ridge west of Crosby to join the TK&E at Knapford. Knapford was now a Junction, but both station and junction were then on the *south side* of the river.

Following the building of the NWR in 1915–16, the Elsbridge traffic was still worked by Topham Hatt's vertical boiler engines, but it was relegated to a bay platform on the east side of the station. Elsbridge trains no longer worked to and from Tidmouth.

The run-down of the Toryreck mines began in 1925, but quarries near Ffarquhar (E4) gave promise of new traffic, and it was decided to extend the line to serve them. Topham Hatt's locomotives were not considered adequate for the longer haul so, after a probationary period at Wellsworth, Thomas was given the job (TTE/60-63). He was alone at first, with the vertical boiler engines as spares in case of emergency. Later an ex Great Eastern Railway tram locomotive, Toby, was acquired to comply with Ministry of Transport Regulations for the road side extension to the quarry.

In 1956/57 Sir Topham Hatt launched his Knapford Harbour Improvement Scheme to relieve congestion at Tidmouth, and Percy was transferred from Tidmouth to help (PSE/24). Considerable rearrangement was needed. *Knapford station and junction were moved from south to north of the river*, a new branch line was built on an easier gradient joining the old branch (now the Harbour Line)

at Toryreck. The Harbour Line now carries freight only (PSE & TRAM/Passim)together with occasional excursions (PSE/50-63), and is worked mainly by Percy and Toby.

The Passenger traffic to and from the junction is Thomas' responsibility. Since 1964 he has been assisted in this by Daisy, a diesel rail-car.

It is to be noted that the race between Bertie and Thomas recorded in TETA/48ff, took place in 1948, and therefore *before* the shorter line was built. The junction station was then on the south side of the river, and from Knapford to Toryreck Thomas ran on what is now called the Harbour Line. (See original map on page 154.)

DRYAW (G2)

The hutments built by A. W. Dry for his workpeople behind the first reclamation bank were rebuilt in permanent form as brick or stone cottages when footings became firm enough to support them. These formed the nucleus of a village.

As work went on more and more land to the west was drained and settled, mostly in plots of one or two acres. The soil, when leached of salt, proved fertile and now supports prosperous market gardens.

A Heliport belonging to the Coastguard Service is near the east bank of the river.

Dryaw has two railway stations. The old one on the Harbour Line is now a Goods Depot with a staff of two responsible to the Stationmaster of Elsbridge. It is near the village centre. Workmen's trains stop here as do most goods trains, and it is not unknown for Goods Guards to have a van full of passengers on market days for Elsbridge or Knapford as the case may be. The Passenger station is on the Main Branch, somewhat away from the village. It is unstaffed, has a good car park, and a service of 7 trains each way is provided.

References

Harold Helicopter. Race PSE/36-49

The hay cutting mentioned in the story took place about ½ mile west of Dryaw on the Harbour line. TRAM/19,25

TORYRECK (G2)

Toryreck's origin was in many ways similar to that of Dryaw, but began earlier.

Being on slightly higher ground, A. W. Dry and the Mining Company decided to make their Headquarters here. After the somewhat shaky start mentioned above (see KNAPFORD) the lead mine prospered for a time, but had to close down in 1930. Latterly however, discovery of uranium in the old workings has led to their re-opening, and the mine's future looks fair for the present.

The Main Branch joins the Harbour Line south of Toryreck station which has a staff of five responsible to the Elsbridge Stationmaster. There is a goods shed here; a cattle dock and coal staites are also provided. The station has a passing loop, but only one platform. The loop is not often used, but comes in handy at busy times and in emergencies.

References

Thomas falls down Toryreck Mine GBE/38-47

Thomas shunted at Toryreck for "Stepney's Special" to pass. SBE/25

Crowe's Crossing is on the Harbour line between the spur to the mine and junction. TRAM/6-9

Accident at above reported at Toryreck Junction Signal Box. TRAM/10

ELSBRIDGE (F2)

St Pedroc's Church tower is visible for miles across the fen, and marks the site of a centuries-old river crossing at the end of a path through the bog, known only to local people. Even natives were sometimes confused in the thick mists often covering the area.

In September 1758 Peter Carnane, an Elsbridge shopkeeper, was caught in just such a mist, and only found direction and safety when he heard the church clock strike. Accordingly he bequeathed land to the Vicar and Churchwardens directing that the rent thereof be used to pay for the ringing of a bell daily during the half hour before sunset "for ever". A tablet in the church records this bequest. The need for it has gone, but a token ringing of the "Carnane Bell" continues to this day.

Another tablet records the building of the Town Bridge by public subscription in 1779/80, and gives a list of the principal contributors. It was needed to replace an old and dilapidated packhorse bridge. The road width was 15ft between parapets, quite generous for those days. In 1927 it was widened, but great

care was taken to preserve its original design and appearance. For many years it carried two-way traffic; but with the increased width of vehicles this became dangerous, and the traffic flow is now alternate and controlled by lights. (TETA/57). It has five arches and not ten as shown in the picture (TETA/19), nor is the river as wide as the artist suggests. The bridge is a pleasing structure, full of character, built by local masons to meet a local need, and Elsbridgians are proud of it.

If Elsbridge is proud of its road bridge, the railway people are certainly proud of theirs. It was intended as a show-piece from the first. It happened like this. From 1910 to 1925 Elsbridge was the terminus of the branch line. The NWR held powers to extend, but money was short, and the necessary bridge and tunnel were likely to prove expensive, so nothing was done. In 1924 however, Jabez Croarie began quarrying at Ffarquhar (E4). He needed two things – a railway for transport, and an attractive structure to show potential customers the quality of his stone. Hard bargaining followed with Topham Hatt. In the end the NWR agreed to extend their line on condition that the Quarry Company not only provided stone for the bridge free of charge, but also undertook to bear half the cost of the tunnel at Hackenbeck. The bridge was designed by Mr Michael Kirk A.R.I.B.A. of Cathedral Chambers, Suddery who, on Topham Hatt's suggestion, based his design on that of I. K. Brunel* for the GWR at Maidenhead (TETA/19). It was completed in 1925, and has since needed only minimal maintenance, thus giving excellent testimony to the qualities of Ffarquhar stone.

Elsbridge is a pleasant small town of some 4,500 inhabitants. It has a Flour mill and Bakery, together with several small firms specialising in different forms of agricultural engineering; but the largest employer is St Pedroc's Dairy situated in what was once a glebe field behind the Vicarage and adjacent to the station. The Dairy has won fame for its Callan Cheese and Elsdale butter, the latter being made from the milk of cows pastured in the rich water-meadows along the upper reaches of the Els.

The Curragh or Fenland Museum is a "must" for visitors. In addition to items both domestic and industrial, collected from the neighbourhood and imaginatively displayed, life in the Fen is depicted both before and after drainage began a hundred years ago. Most of the land on the west bank is by now drained and

cropped, but some 4000 acres were left untouched, and are preserved by The Sodor Nature Conservancy Trust as a Wild Life Sanctuary.

The banks of the upper Els are beloved of Anglers, many of whom come year after year with great regularity. These tend to stay at the two Hotels – The Trout and the Char – which cater admirably for their needs, and which own most of the fishing rights. Visitors with other interests will find comfortable accommodation elsewhere. The Railway Hotel in Station Road, and The Bridge in Ulfstead Street are highly recommended.

Elsbridge is an attractive place, well served by public transport; and from it to northward the visitor has ready access to some of the most beautiful parts of the Island.

References

Bridges: In addition to the references mentioned above there is one other. MLE/29

Station: TETA/21. The station may have looked like this in the early days of the Ffarquhar extension, but it bears no resemblance to the building of today. TRAM/27 is near to what it looks like today. The best pictures are in TCP/21,22

Outskirts: (south) The Elsbridge Cricket Club ground (SBE/31,33,41) is on the east side of the railway about a mile south west of the station. (F2)
 (north) Callandale. Daisy meets a bull about 3/4 mile north of the bridge. BLE/33,35,37
 Thomas & Bertie race neck & neck. TETA/57,59
 Caroline chases Stepney SBE/35,37
 Thomas chases robbers. RUE/13,15

FFARQUHAR (EF3,4)

The oldest part of the village stands astride the Arlesburgh/Ulfstead road. In the troubled times of the REGENCY (1263–1404) a fort stood here as an outpost for Ulfstead Castle. Following the Island's acceptance of Henry IV* as Overlord in 1404, the fort fell into disuse, and little remains except the hillock on which it once stood. It is still called "The Fort"; but looking at some of the older houses in the village, it is easy to see where most of its masonry went!

Some was used to repair the church, ST FINAN'S, which mainly

dates from the 13th Century, but has a tower of much earlier date. This is circular and massively built. Curiously it cannot be entered except by a ladder from inside the church, and seems to have been intended as a peel or tower of refuge.

With its importance as an outpost gone, Ffarquhar sank out of the mainstream of events, and led a peacefully rural existence for the next few centuries. A scattered community of hill farmers grew barley and oats, but the emphasis was, and still is largely on cattle and sheep. The Sodor Black Poll is a hardy dual purpose breed producing good mutton and also quality fleeces which, formerly spun and woven at home, are now worked up into fine cloth at the Ulfstead Woollen Mills. In former days farmers only kept enough cows to supply their own and local needs, but with the coming of the railway, larger herds have become profitable, the milk being despatched twice daily to the dairy at Elsbridge.

Mechanisation has been slow to take hold, but it is nevertheless here to stay. A visitor to Thomas Cousins' workshop will see implements of incredible antiquity in for repair standing, as it were, side by side with the latest from Massey-Ferguson or Fordson. Thomas Cousins began as the village Blacksmith; now under his son and grandson the firm are agricultural engineers to a wide district. It is their boast that they can supply and repair any implement needed on any farm. They will even undertake to devise "one off" implements needed for awkward or peculiar situations.

It is impossible to be in Ffarquhar or anywhere else in West Sodor without being reminded of "Felgood's Famous Ffarquhar Ales". It was in the 1850's that Josiah Felgood set up his first brewery, much of which still remains. It is now in the hands of his great grandson Jermyn. Visitors are welcomed, and though Felgood's have breweries elsewhere, any Real Ale expert can always tell a Ffarquhar Brew from that of anywhere else. The Hackenbeck water, they say, makes all the difference. Try it for yourself at the brewery or The Three Beetles at Hackenbeck, or better still at The Toby in Ffarquhar. The Toby was originally "The Toby Jug", but the landlord was so delighted when Toby came and put an officious police constable in his place, that he had Toby's picture painted on his signboard, instead of the jug. This young policeman perhaps hoped to gain promotion and a reputation for zeal by enforcing laws which were out of date,

and which had been quietly forgotten. He drove Ffarquhar innkeepers nearly crazy with obscure points in the Licencing Laws, and scored a success against Thomas, but when one Sunday morning he prowled outside the Church taking the numbers of the cars he saw there, he found too late that he had "booked" not only the Vicar, but John Croarie, the Chairman of the local Bench of Magistrates, as well as his own Sergeant! That was the outside of enough. The "criminals" were fined ½d each and he was speedily transferred elsewhere amid general rejoicing.

It was John Croarie's father, Jabez, principal landowner in Ffarquhar who, feeling the pinch after World War I, floated the Ffarquhar Quarry Company to mine the stone under his land on Anopha Fell (E4) and in furtherance of this, persuaded the NWR to extend from Elsbridge to Ffarquhar. Since then the village has increased in population from 350 (1921) to 2405 (1981). The Quarry Co. employs some 400 people either underground or at the cutting and curing sheds.

Ffarquhar is railhead for the district. There had been talk of a further extension to Ulfstead, but there were difficulties, and following an agreement with Sodor Roadways the idea was dropped.

The station has one passenger platform with a run-round loop. A milk dock, cattle dock, coal staithes, and an oil depot are provided, together with two goods sheds (one for local traffic, and one for goods in transit via Sodor Roadways). The station forecourt is a regular calling place for Sodor Roadways coaches whose timetable and that of the Branch are co-ordinated to make connections with all trains possible.

Ten trains are provided each way daily. This is adequate for normal needs, but the timetable allows "paths" for extra trains if required at busy times.

Ffarquhar people are fond of their railway, and enjoy (when they are not on the receiving end of course!), its waywardness and eccentricities. But what they do not like is misrepresentation. Your author has been severely criticized for the pictures of the station shown in the early books (TETA and TOBY). The kindest comments, however, came from MR KEVIN VOLLEY, a former stationmaster of Ffarquhar 1936–56. He retired in 1968 and now lives at Ffarquhar. In a letter dated Ffarquhar 23rd August 1983,

which is before me as I write, he describes the pictures in TETA and TOBY as "highly imaginative", and then goes on to elaborate. "I cannot think," he writes, "that the artist had ever seen the place he was attempting to draw.

"Taking first the pictures in TETA/39,41," he goes on, "your artist was right about the brick built engine shed, and the way in which the quarry line as first built, *did* curve away to the north as shown in order to give a longer run thus easing the gradient up to the workings. For part of my time at Ffarquhar we had one or other of Mr Hatt's vertical boiler engines up here to work the quarry line. We used to call them 'The Coffee Pots' the way they coughed and panted. They were both remarkable machines, and it is a great pity no-one thought of photographing them before they were scrapped. They were, however, deficient in brake power, and heavy loads sometimes got out of hand. That was why Thomas was sent up on occasion, and it was on one of those trips that that interfering young policeman caught him.

'The stonecutting and curing sheds used to be up at Anopha; but it was soon found more convenient to have them at the station. We needed some cottages near the station too, so we re-aligned the quarry extension to run as it does today - between the cottages and the engine shed (SBE/29;BLE/9) - crossing Ulfstead Road into The Lane (BLE/49;TRAM/35,37,39,43).

"The brick built carriage shed (seen above Annie's roof in TETA/41) was pulled down when the track alterations were made after Toby had arrived, for we then needed a two road shed to house Toby's Henrietta as well as Annie & Clarabel.

"Daisy," Mr Volley goes on, "now shares the coach shed with Annie & Clarabel (TRAM/31), for Henrietta and her Guards Van, Elsie, are generally shedded overnight with Toby down at Knapford.

"With regard to the passenger station," he continues, "the pictures shown in TETA/27,29,41 are wildly inaccurate. There has never, repeat never, been a two platform station at Ffarquhar, nor have the platform and station buildings ever been on the south side as shown in these pictures. The platform and buildings shown in BLE/17,19,43 are fair, but incomplete representations of the station as it has been from the very first.

"You apologise for bombarding me with questions, and causing

me trouble. Please don't be concerned; I am delighted to help clear up misconceptions which have vexed us all here."

References to some events which have happened at Ffarquhar:

Fish and chip supper TETA/26-33

Thomas & the snow-plough TETA/38-47

Thomas goes to Breakfast BLE/6-15

Daisy blows a fuse BLE/25

Percy's predicament BLE/51,53

The cricket ball rescued SBE/39

The ghost trick TRAM/14-17

Mavis stalls in the lane TRAM/36-41

Percy & the bicycle RUE/22-33

Stop thief RUE/9,11,19,21

Further views of the Station area in TCB/Passim.

THE QUARRY TRAMROAD (E3,4)

The quarries are 1½ miles from Ffarquhar, and some 250ft higher. The tramroad climbs on a serpentine course of some 5 ½ miles with a ruling gradient of 1 in 60.

Passing through the stoneyard to which raw stone is brought to be cut and cured (BLE/51,53) the line leaves by an ungated crossing over the Ulfstead Road, (BLE/49; TRAM/37,39,41), and into a lane (TRAM/35,39). Heading eastward past the runaway siding, it climbs at 1 in 60, and swinging westward, levels off alongside the Arlesburgh road. Here, at the top of the steepest gradient is the "Stop Board" which Percy once had to ignore disastrously (BLE/46,47). After another mile we cross a bridge over a stream. This bridge is shared by both rail and road, and was washed away by a flash flood on one occasion leaving Toby poised precariously (TRAM/51,53,55).

A crossroads comes next. It was here that Thomas "had words" with a policeman many years ago (TOBY/20-27). The line climbs again but on an easier gradient, once more changes direction, and reaches the Quarry from the west.

Ffarquhar Stone has found a ready market both in Sodor and elsewhere. It provides valuable traffic for the branch. When first quarried it is easily worked, but after a curing period above ground it becomes very hard and impervious to weathering and air pollution. It is specified widely for municipal and other public buildings, also for bridge and harbour work.

Latterly, to cope with increasing production, the Quarry Co. have bought a Drewry diesel named Mavis (TRAM/30-57), which not only shunts the quarry sidings, but also from time to time ventures down to Ffarquhar Station.

Apart from the platform and shelter at the quarry, mainly used by workmen, there are no other fixed stopping points, but at intervals along the line where there are farms and cottages Toby stops on request. The service provided is four trains a day each way. Freight trains are run as required.

ULFSTEAD(EF4,5)

(This town has no rail connection, but since Ffarquhar is its nearest station we include it here).

The name derives from Ulf who came to Sodor in 1067. As THORKELL'S trusted lieutenant, OGMUND gave him charge of this strong point which guards the approach to Peel Godred. He had built a castle here by 1070. Ulf boasted that he would hold it against all comers till the lake ran dry. He was a jovial man with a perpetual thirst. His thirst was really for ale; but his men, in jest, called the lake Chybyr Ulf - Ulf's Well - and the name stuck.

Ulf's castle defied all efforts of the Scots to take it, till their expulsion in 1078.

During the RESISTANCE PERIOD (1263-1404), when Sudrians under their Regents repelled all efforts of successive Lords of Man to take over their Island, Ulfstead Castle was many times besieged but never taken. When however in 1404 King Henry IV* assisted Sudrians in expelling the Percys,* Sir Arnold de Normanby the last REGENT, ceded the castle to the King. Henry restored it to Sir Arnold and at the same time created him EARL OF SODOR and Governor of the Island.

The castle was held for the King throughout the Great Rebellion*and the Protectorate*. As in the case of Peel Godred the outworks were so well sited that Roundheads could never get their artillery properly within range. At the Restoration*the Earl abandoned the castle and built himself a Mansion in the grounds. By1965 however, life in the Mansion had become impossible and it was sold. The castle itself was offered to the Sodor Island Trust who gladly accepted it. It was complete and undamaged except for natural decay. Repairs and renewals continue. It is of the greatest interest to archaeologists and military historians.

The castle muniments which included such treasures as the SIGRID SAGA and the BOOK OF SIR HARALD are on loan to the Island Record Office at Suddery. The Earl now lives in a comfortable house on the outskirts of the town.

With abundant water-power available, and with sheep on the surrounding hills, Ulfstead has for centuries been famous for fine cloth. In the 1820's there were no less than 60 small mills in the valleys west and southwest of Ulfstead. Now there are but two large mills, but the total output has barely declined. Waterwheels and steam engines have been replaced by electricity. The remaining mills now house a variety of industries, some still related to cloth, but most are more closely linked with wood-working, engineering, or electronics.

Adequate transport has always been a problem. The River Els was made navigable for small boats, and a transhipment wharf was built at Elsbridge. A branch line from the Mid Sodor Railway at Ulfstead Road was hoped for, and strongly urged by the Earl, but proved to be impracticable. An extension from Ffarquhar was proposed in the 1920's, but by then a revolution in road transport was getting under way, and Sodor Roadways has been able to offer a more flexible service than the NWR ever could. Through connections for both passengers and freight are provided between Peel Godred, Ulfstead, Ffarquhar and beyond, while their Circular Tours in Summer have put Ulfstead once more on the Visiting Industry's map.

The town lies in the valley hemmed in between the lake and the castle, Further expansion has had to be up the hillsides, and great care is taken to ensure that the character of the place remains unspoilt.

There is much to do and see in Ulfstead. Many visitors come for the day, and stay for a week. The best Hotel is, of course, The Castle (the Earl's former Mansion), but its prices are correspondingly high. For those with shallower purses we would recommend either The Raven or The Norramby Arms where the service is equally good while offering fewer frills.

THE ARLESBURGH BRANCH (F1,E2,3)

(General Notes)

This is sometimes called "The Little Western", or Duck's Branch Line.

It is really a single line extension of the main line. It was laid in 1916 by Government Order. The Admiralty required a strategic railway so that the west coast of the island might be patrolled regularly by armoured trains. The original plan was to extend up to Harwick and establish a small naval base there; but by the time the line had reached Arlesburgh, the immediate threat had passed, and the base established at Arlesburgh was deemed sufficient. The Harwick extension was therefore dropped.

In addition, the materials from the Arlesdale mines were urgently needed for the War effort, and the line provided a quicker route than by sea. Till 1947 the line paid its way, but with the final closure of the last mine – that at Cas-ny-Hawin– the local goods and passenger traffic proved insufficient, and the NWR asked permission to close. This was refused by the Railway Commissioners, but since traffic had fallen right away, a token service only was provided, and the line put under minimum maintenance.

In 1964/65 however, the need for another port became acute. Arlesburgh was developed, and the branch re-instated. Since then, weed-resistant ballast from the Arlesdale waste heaps (See SRE & OWE), and the visitors attracted by the 15" gauge line built to carry the ballast away have, quite apart from the rise in port traffic, given the branch a new lease of life.

The branch is worked by two push-pull railcar sets (Duck with Alice and Mirabel, and Oliver with Dulcie and Isabel) in full GWR livery – hence the nickname Little Western – which in itself is an attraction for rail enthusiasts and visitors. Donald and Douglas assist with goods and ballast traffic. The passenger service is an hourly one, in conjunction with the Arlesdale Railway timetable.

References

EE/56,57;SRE/passim;OWE/passim.

HAULTRAUGH (E2)

The derivation of this place name is uncertain. "Traugh" means a sandy beach or lowlying foreshore; but "Haul" is obscure. Most authorities agree that it is probably a corruption or simplification of a person's name, but they are sharply divided as to which. Your authors are inclined to favour those who say that "Haul" or "Hal" is a simplification of "Harold", for there is a strong local

tradition that it was here that **HAROLD THE BLACK*** (son of King Orry) landed in 1014 to reclaim his father's kingdom. Harold ruled Sodor and Man for 20 years (1014–1034).

There is certainly a good firm sandy foreshore here favourable for a landing from longships. So in our view Haul's or Hal's beach is a reasonable interpretation of the place's name.

The village is a pleasant summer resort with good clean firm sands. It is rapidly growing in popularity with visitors and holidaymakers.

Bathing however can be dangerous as tidal currents in the Sudrian Sea are treacherous. To cater for visitors an open air sea bathing pool has recently been constructed alongside the harbour jetty.

References

The station has an island platform. EE/57;OWE/17,49

Donald's Duck decides to settle here. OWE/16

Bulgy, the pirate 'bus wedged himself under the *second bridge*, south of the station (F1). OWE/53,55

Bulgy is now a henhouse in a field about ½ mile north of Haultraugh station (E2). OWE/57

ARLESBURGH (E2,3)

Is an ancient port. As its name implies it was a burgh or fortified town at the mouth of the river Arle. Situated opposite Douglas, it is likewise a deep water harbour formed by the same geological rift.

It was probably stockaded first by **KING ORRY**(Godred I)*. **GODRED II** *(Crovan) strengthened it as a base for his first and unsuccessful attempt on the Isle of Man in 1075.*

Arlesburgh has withstood many sieges, not always successfully, but the town has generally held out long enough to enable second lines of defence at Gob-y-Deighan (Devil's mouth), and Ulfstead to be put in a state of readiness to repel unwanted visitors.

Following the Island's acceptance of Henry IV* in 1404, Arlesburgh's defences were no longer needed, and fell into disrepair. Very little now remains. The place has always been a port, and had a period of high prosperity in the 18th Century when mining began in Arlesdale. This rose to a peak from 1880 to 1930 when Arlesburgh was a recognised calling place for the Isle

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of Man Steam Packet Company's* steamers from Douglas and Ramsey. The Mid Sodor Railway (see below), operated a boat train service in connection with the steamers.

The steamer service ended when the Mid Sodor closed its passenger service in 1936, and when the last mine in the valley closed in 1947, the port fell into sad decay.

Revival began in 1965/66 when the NWR decided to use the port as a supplement to Tidmouth. They relaid the harbour extension, built new jetties, and installed up to date dockside equipment. The 15" gauge Arlesdale Railway does not generate much port traffic, as the ballast it carries is taken away by rail, but it does bring visitors and therefore trade to an interesting old town which is a useful starting point for the exploration of a very lovely valley.

References

The Small (Arlesdale) Railway engines are shedded here. SRE/11,34/DLE/49

Duck meets Bert, Mike, and Rex. SRE/7,9,11

Ballast transfer arrangements from 15" gauge wagons to those of standard gauge. SRE/7,9

Standard gauge engine shed. OWE/6,7,9,11,15,37

The station has one platform only. OWE/39,51

The platform, run-round and goods roads end in a turntable. OWE/51

Oliver falls down the well of the turntable. OWE/29,31

Oliver pulls Scruffy in half. OWE/38ff

Duck meets Bulgy, the Pirate 'Bus, in the station yard. OWE/45-51

HARWICK (B4,5)

(Since Arlesburgh is railhead for Harwick, we feel that some notes about the town may appropriately be inserted here.)

The derivation of this place name is obscure. "Wick" means an inlet or creek; but the prefix causes difficulty. Some authorities hold that "Har" comes from a mispronunciation, originally Norse, of the river's name (Ooyre). Others maintain it is a corruption of "Haroldswick". We ourselves are among them, for the probability is that KING HAROLD THE BLACK* frequently used it on journeys between the Islands.

The OGMUNDSAGA records that his son, GODRED CROVAN*,

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chose Harwick in 1079 as the embarkation point for his troops when he conquered Man.*

A Norman army landed here in 1094, but were beaten off by SIGMUND. Harwick was rebuilt and refortified, and regular watch was kept from the heights of Cregwir (87) and Claghooyre (C4) during the whole times of the KINGDOM and the REGENCY (1099–1404). Harwick appeared to offer a convenient "backdoor" approach to Peel Godred, but the valley behind was so rough and boulder strewn that it gave abundant cover for the ambushing of an invading force. Those who tried it once rarely had the temerity to do it again. Even the Roundheads,* with all their determination, got no further than Droghan-y-Claghan (B6). In their case a flood was let loose from Loey Machan (C8) which caught them in that narrow gorge and swept them, horse, foot and guns, back to the sea. "ST MACHAN," claim Sudrians, "always looks after his own."

During the 18th Century, Harwick, through its isolation, became a haunt of smugglers who, like those at Tidmouth, alternated as fishermen. The northern coast (B5,A5,6,7) was ideal for their purpose, and Man was close at hand. The valley of the Ooyre is honeycombed with caves in which cargoes could be hidden and transferred secretly one to another should the need arise. The "Trade" continued well on into the 19th Century.

Great poverty resulted from its final suppression, but by the 1850s it was hoped that a railway – The Cronk & Harwick – would provide honest work, and help to solve the problem. A fine new pier was built with stone quarried in the valley, and some 12 miles of track laid as far as Cregwir before the money ran out. The line was horse worked, and though this and other quarries remained in production till the 1950's, the railway had long since worn out. It was shown as still in being, but abandoned, on the 1973 map; but it had actually been pulled up for scrap during World War II! In 1915, and again in 1940, a small naval base was established at Harwick from which the north and west coasts of the Island were patrolled. A rail link with Arlesburgh was again proposed, but yet again deemed unnecessary, for it was found that Sodor Roadways could provide adequate transport both for stores and personnel.

The town remains a small one – population 5869 (1981). There are a Lighthouse, a Lifeboat station, and a Coastguard Establishment here. It remains a fishing port, and a private firm has

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recently begun a Ferry Service to and from Ramsey, with return trips twice daily in Summer, and three days a week in Winter. Harwick has also become a holiday resort of a special kind. It lies off the Tourist Track, and is only given brief mention in the Guide Books. This casts no aspersion, but is deliberate policy. Harwick thus remains a place where Sudrians can enjoy a Summer Holiday in their own Island without finding themselves crowded off the beaches by visitors from overseas.

The Skarloey Railway

GENERAL NOTES

This narrow gauge railway had its beginnings in 1806 when a horse worked "plate-way" was laid from Cros-ny-Cuirn (G10) to Balladwail (Ill). The Crovan's Gate Mining Company had a copper mine in the lower slopes of Ward Fell (F8). The ore was brought to Cros-ny-Cuirn by pack-horses, and sent down in wagons to Balladwail for shipment.

They relaid this line in 1820 with "fish-belly" edge rail, and extended it up the Benglas valley to the mine. It was called quite simply "The Railroad", for there was no other in the whole Island. It was considered a marvel in its day. From Cros-ny-Cuim a chain of five successive inclines strode boldly up to Ward Fell, and their remains, much overgrown, can still be seen (G10,9,F8) from the road north of the level-crossing at Cros-ny-Cuirn.

Following the Festiniog Railway's* lead in 1863 however, improvements were called for. James Spooner* was engaged to survey a line suitably graded for steam haulage. It was at first intended that this line, like its predecessors, should be a mineral line only. The valley it served was sparsely populated, and it was thought that perhaps one coach in addition to the set of quarrymen's coaches would suffice for local needs. When, however, during the survey, the long-forgotten lake and hidden hollow of Skarloey was accidentally rediscovered, the Board's thinking underwent a change.

Spas were popular at the period and offered the possibility of a lucrative passenger business. Skarloey's mineral springs and sheltered situation took hold on the minds of some members of the Board, among them Shamus Tebroc who conceived the idea of developing Skarloey as a spa. An hotel and a number of villas were built as a speculation, and the gravity worked incline which

had been installed for the conveyance of materials was retained and up-graded for coals, merchandise, and passengers' luggage.

They renamed the line The Skarloey Railway. A set of the then most up-to-date passenger coaches were ordered from Brown, Marshall,* and the engines, Nos.1 and 2 were built by Fletcher Jennings* of Whitehaven, and named Skarloey and Rheneas respectively after the two places to which they hoped to attract people with their publicity campaign. The illustrations produced in VOE/7,21 are there by courtesy of The Illustrated Sodor News.

For a few years the plan worked, but then, apart from a few keen anglers, and a steady trickle of summer visitors, numbers fell. This, though better than nothing, was far from the profitable venture for which the promoters had hoped.

By 1900 there were signs too that the veins of copper were beginning to run out; but miners searching for further copper in the foothills (FG8) came upon good slate. The Company's main interest was in copper, but they had no objection to using slate as a secondary freight. They lost interest, however, when the copper ran out at last, and sold out in 1909 to a MR HANDEL BROWN of Cros-ny-Cuirn. Mr Brown was principal landowner in the valleys, and prospective M.P. for Sodor East.

Slate boomed during World War I, but slumped badly afterwards. Mr Brown nevertheless kept quarries and railway going for the sake of his tenants. Sir Handel – he was created a Baronet in 1937 – died in 1950, and his son, now Sir Handel II, inherited an estate crippled by death duties. Much as he would have liked to be able to do so, he could not afford to take his father's philanthropic view of the dubious bundle of assets he now held.

During World War II the old mines had been commandeered for ammunition dumps, and the line was worked to the limit providing slate for blitzed houses and pit props for mines. The borrowed locomotives and stock had now gone, and his own locomotives, rolling stock, and track were shockingly run down (See GOE/44,45). Sir Handel had however a fine Manager in Mr Peter Sam who, backed by his Foreman, Ivo Hugh, believed in the line, and was convinced that it had a future. They persuaded Sir Handel to delay closure for a year. During that year Rheneas, the one serviceable locomotive, was carefully nursed, and carried the whole burden of traffic (GOE/42-55); but this epic heroism would have availed little had it not been for two discoveries:

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- (i) In the hills near Rheneas (E9) of a new and hitherto untapped bed of slate entirely free from metallic impurities, and thus in demand for many other purposes besides roofing, and
- (ii) The discovery among the muniments of Ulfstead Castle of a tattered copy of a document hitherto believed lost, **THE BOOK OF SIR HARALD**, an epic poem in Sudric about the exploits of Sir Harald Marown, Regent of Sodor (1263-1275), a careful study of which suggested that Skarloey was the "Secret Sanctuary" to which on occasion he retired, and from which time after time he emerged with devastating force to fight invading Scots to a standstill. When "digs" undertaken by the Sodor Archaeological Society found supporting evidence, interest grew and passenger traffic with it.

Falcon and Stuart (formerly Nos. 3 & 4 of the Mid Sodor Railway, see DLE/14,15,56) were bought and renamed Sir Handel and Peter Sam respectively (4LE/18,19). As revenue further increased, Skarloey and Rheneas were rebuilt, the line was gradually relaid (LOE/26,32), another locomotive, Duncan, was acquired (LOE/24), and rolling stock rebuilt and added to.

The railway's revival was such that in 1963 it was decided to extend round the lake as a tourist attraction. This loop-line was opened in 1965 at the railway's Centenary (VOE/44,45), and has proved its worth.

There is one further point of considerable interest. In 1969 The Duke, (No. 1 of the old Mid Sodor Railway) was found by your Author and the Rev. E. R. Boston* in a forgotten shed at Arlesdale (DLE/50-53), and brought to Crovan's Gate. Now rebuilt, he forms part of the SR locomotive stud, and they are thus in the happy position of having locomotive power to spare. They were thus able to help the Talyllyn Railway* out of a difficulty. In 1982 the Talyllyn's No. 3, Sir Haydn,* urgently needed repairs, and was likely to be away for some time. Hearing of this Sir Handel Brown at once offered the loan of his No.3 as a replacement. He commissioned your Authors to visit Tywyn, conduct the handing over ceremony, and convey his greetings to the Talyllyn management* with whom his relationship has always been cordial. Our No.3 Sir Handel performed his duties on the Talyllyn for two years to everyone's satisfaction and has now returned to his home shed at Crovan's Gate. (GLE/4,5)

CROVAN'S GATE (G11,H11)

Skarloey Railway trains use a bay with a run-round loop on the north face of the NWR's eastbound platform (VOE/25,45). At the platform end the line forks – left to sheds and workshops, right to the main line.

Sheds and Workshops

- (i) ***Engine Shed.*** For nearly a century the Engine Shed remained as built in 1865 (VOE/35;4LE/19), but in 1954 a double line was laid in to enable four engines to be accommodated (LOE/53). By 1961, when Rheneas at last returned, the rather ramshackle ex-Goods Shed (4LE/5), which Skarloey and Rusty occupied, had been repaired and closed in (GOE/31). Later, following the rescue and rebuilding of The Duke in 1969 (DLE/57), the main shed was extended to the rear, and can now hold six locomotives. Doors at the west end give access to a turntable installed in 1965.
- (ii) ***Carriage Sheds.*** The original shed of 1865 was timber built and open at the base (VOE/23). It was designed to hold the five four-wheeled coaches which were, till 1953/54, the only revenue earning passenger stock they had. There were, in addition, a set of six open-sided quarrymen's coaches which were stored every weekend in the Wagon shop. At an unknown date, prior to 1953, the Carriage Shed's timber footings had been replaced with slate slabs (4LE/37); but when the revival in the railway's fortunes began in 1954 passenger stock was increased first with open (LOE/21), and later with bogie vehicles, and further covered storage space was needed. To provide this, the Carriage and Wagon Shops (centre background 4LE/37) were extended. This made it necessary to re-lay the main line to clear the enlarged sheds. The Manager's house of 1865 (VOE/23–centre background) had already been demolished as an economy measure during “the lean years” (1920-50). In 4LE/61 Mr Peter Sam is shown awaiting Skarloey, and standing on its former site. The house rented for him and later bought, is shown in the same picture to the left of the bridge. Another picture (4LE/53) gives a closer view of the bridge, the house, and the King points (as they were in 1953) which govern entry either to the passenger station or to the Exchange sidings, normally called the Wharf. These sidings have been considerably modified since 1953

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so, to save a tedious description, the two diagrams opposite show them (a) as built in 1865, and (b) as they are at the present day. LOE/5 gives a partial view of the arrangements, Note that the slate built office shown (VOE/13:LOE/5) is the only one which remains. The brick building (4LE/61) has long since been pulled down.

Note Before we leave Crovan's Gate we must apologise for three errors in our 1983 map. The fault is ours. We overlooked them when correcting the proofs.

- (i) In the top left hand corner of H11 we have not shown the king points or the Exchange sidings.
- (ii) Whereas in the picture 4LE/53 the railway goes *under* the road, the map shows the railway going *over* it
- (iii) In the square G10, a road is shown running beside the railway to Cros-ny-Cuirn. This is not a public road. It is a footpath over railway property. The path follows the track of the horse tramway to Balladwail which was abandoned in 1865. The rails have long been lifted, but many stone sleeper blocks remain.

CROS-NY-CUIRN (G10) The Ford of the Mountain Ash

Some thirty chains beyond the bridge the line climbs sharply before levelling out for the last mile to Cros-ny-Cuirn. This stretch needs to be negotiated carefully as the trackbed has an element of instability which the most careful ballasting has so far failed to correct. It was here that the unwary Duncan came to grief soon after his arrival at Crovan's Gate (LOE/41,45).

The village stands astride the Ballahoo/Glennock road and east of an ancient ford still marked by Rowan trees. It was regularly used by the Mining Company's pack-horse trains till about 1806, when they by-passed it with a bridge and diverted the road to suit. When, in 1820, the chain of inclines up the valley to Ward Fell replaced the pack-horses, Cros-ny-Cuirn's importance as a transport centre grew, but came to a sudden end with the adoption of steam haulage in 1865. Horses and horse keepers departed, sidings were lifted, stables and wagon sheds were abandoned, and a small unstaffed station with a siding was henceforth enough for local needs. This siding had been so little used during "the lean years" that the picture of the station drawn in 1953 (4LE/25) does not show it at all. It had become grass-grown and invisible.

The siding was cleared and reinstated soon afterwards as a parking place for Mr Ivo Hugh's petrol driven trolley (the first of several; he is currently using Mark V). In 1970 the siding was relaid and extended to make an extra passing loop for use at busy times. Ivo

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Hugh built the trolley for himself in the railway's workshop. He uses it to patrol the line, and travels on it to and from Crovan's Gate every day. It is commonly known as "Ivo's Flying Bedstead." He lives at Cross-ny-Cuirm in a comfortable cottage near the station.

Other inhabitants of the village are farmers and farm workers, with a sprinkling of quarrymen and railwaymen. A few business people from Crovan's Gate and Ballahoo have settled here and, commute daily. Sir Handel Brown (The Owner in the books) lives here too at The Rowans, a house built by his father on the hillside overlooking the gorge, and from which he has an extensive view over the whole valley.

Just north of the station the line swings over the road. The road was there first, and hugged the river bank; so the railway builders crossed it on the level, hacking and blasting their own right of way from the hillside to the east. Road and rail run side by side for two miles till first the road and then the railway swing west across the river.

The level crossing has no gates. This was a sore point with the Sodor Island Council who kept pestering both the present Sir Handel and his father to instal them. But neither saw any necessity. Gates had not been ordered in the Railway's Act of 1864; visibility in both directions is good, and there has never been an accident. In 1960 however, during road widening works, an incident occurred between a train and the Council's steam roller (GOE/25). The Council thought that this had given them an opportunity to force Sir Handel's hand. They sued him, claiming that according to regulations his driver should have stopped dead at the crossing, and they asked for an Order that gates should be erected. Unfortunately for them, Sir Handel had seen the whole incident from his study window. He counter claimed against the Council for the careless driving of their steam roller, and for damages resulting therefrom. He was moreover able to prove, with the aid of photographs taken at the time by a reporter from the *Crovan's Gate Gazette*, that not only was his driver not at fault, but that the incident had taken place some distance north of the level crossing. The Council lost their case. Damages were awarded against them, and they were told that if they wanted gates they would have to provide them themselves. This they declined to do, and a certain coolness resulted!

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In 1966 however, with the traffic build-up resulting from the Railway's Centenary publicity, it was found that the statutory level crossing precautions were causing unwelcome delays. Sir Handel therefore approached the Chairman of the Council, and suggested that if they were willing to share the cost, he would be prepared to install a system of train-operated bells and flashing lights. This offer was accepted, and harmony was restored once more!

Where road and rail divide, the road dips sharply, and swings west (LOE/23) to cross the river by a hump-backed bridge. The railway, without change of gradient, crosses by a girder bridge (LOE/27).

Two miles of lonely moorland follow (GOE/49). It was here that Rheneas came to grief (GOE/51); but "first aid" rendered by Ivo Hugh and the Thin Controller (Peter Sam), enabled him to struggle up the last mile and a half to Glennock.

References (other than those quoted above):

4LE/27,29. These purport to show scenery just north of Cros-ny-Cuirn station.

Note In connection with these pictures, Sir Handel Brown writes:

Dear Mr Awdry,

I am glad to hear that you are at work on a gazetteer of our Island. It has long been needed, and I can think of no-one better qualified than you to undertake it.

I would like to take this opportunity of mentioning several discrepancies in the illustrations to Four Little Engines which have puzzled visitors to Cros-ny-Cuirn for some time. North of the station an overbridge is shown. There has always been a level crossing here and never a bridge as shown on page 29. Beyond the crossing, (page 27) the scenery should show rockface on the far side and road on the near side, rather than open country. A more faithful picture of the area can be seen in Gallant Old Engine pages 29-27.

*With every good wish,
Yours sincerely,
Handel Brown.*

*The Rowans,
Cros-ny-Cuirn, I.O.S.
August 1985*

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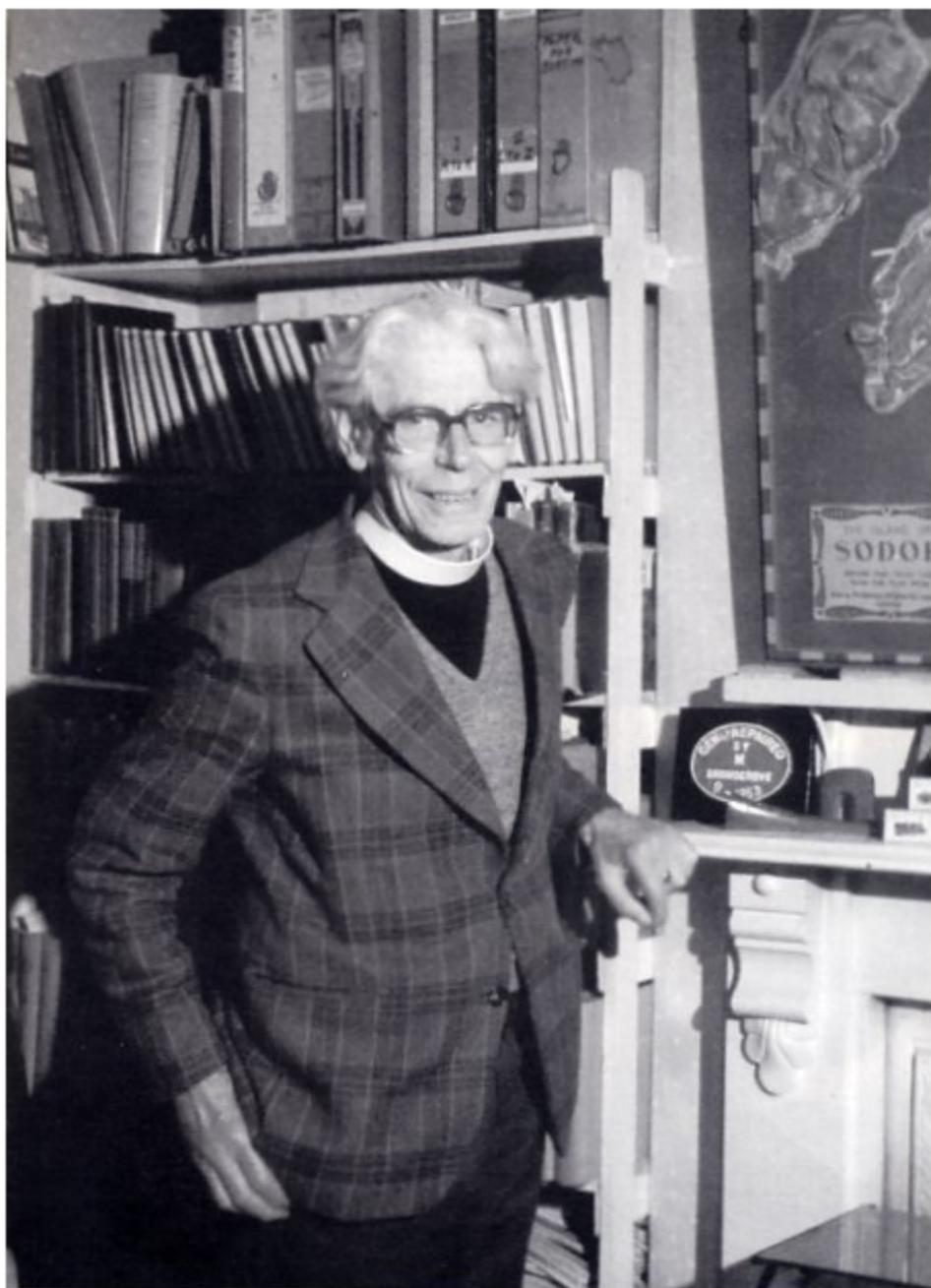
GLENNOCK (F9) Blue Hill (Gleih=Blue; Knock=Hill)

There was no village here in 1864 when the railway builders came. The only house in sight was a lonely inn, "The Glennock", which stood on the pack-horse trail at a spot where some rough tracks led to a number of farms. The landlord himself, whose father kept the inn before him, does not know for certain why it was given that name. "It may be," he says, "because in springtime a wealth of wild flowers gives the hill behind us a shimmering blue tinge; or it may even be that the pack-horse boys who used the inn as a staging post caught here, on their upward journey, the first glimpse of Ward Fell, their destination, looming blue in the distant haze."

The inn certainly stood on the old pack-horse trail; but the landlord maintains that there was an inn here long before mining began, which was a house of call on an ancient trade route over the hills. For this reason it was important to the scattered lonely farms in the area. When travelling traders arrived, word would be sent to the farmers who then came to barter produce for goods which the pedlars had to sell.

Since in 1864 the inn was the only house in sight, and since according to the survey, this would be the approximate halfway point on the railway, a passing loop was laid in, called Glennock after the inn. A small platform, a siding and passenger shelter followed. Subsequently a sizeable hamlet grew up around the station. Cottages were built for railway lengthmen, quarrymen found it a convenient place to live, and as a result the station developed differently from others on the line. Most were unstaffed platforms with a siding and a slate slab shelter. Glennock was the mid-point where in the early days, gravity-operated ore trains going down passed steam-hauled passengers and empties coming up. Glennock therefore needed resident staff, four at first, later reduced to two. Both the Stationmaster and his assistant are seen on the platform in the picture (4LE/47). The Stationmaster and his wife lived on the top floor of the building seen on the platform, with Booking-Office and Waiting Room below. The Waiting Room was never used as such, and after a while the Stationmaster's wife obtained permission from Sir Handel's father to turn it into a Post Office/General Store.

The Inn is in front of the trees on the left of the picture, while a Wesleyan Chapel adjoins the station on the right. That in itself is



At home in Sodor:
a corner of The Rev. W.Awdry's study



Three generations of Awdrys, pictured during a recent visit to Sodor
Above left

George Awdry at a radio control marker - see **Arlesdale Railway**, page 88. *Above*



Model of Thomas's Branch Line: Thomas brings the 10.30 up to Ffarquhar. *Left*



The Rev. W. Awdry at a model railway exhibition in Swindon in November 1985, which attracted fans of all ages.

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an interesting feature. Still more interesting is the fact that there is a door into the Chapel from the platform. Methodism is strong in this valley. Sir Handel's father was a life-long Methodist and so is he. Sunday travel was frowned on by the SR, and there were no ordinary trains; but travelling to church was different. They were not able to keep it up during "the lean years"; but their "Chapel Trains" were a great feature of the railway till the 1930's. The timings varied according to the availability of a Minister, or Local Preacher, but every Sunday either in the morning, afternoon, or evening, an Up train would leave from Crovan's Gate, and a Down train left Skarloey. Both trains would be timed to reach the passing loop at Glennock 20 minutes before the Service was due to start. Once in the loop, passengers and crew went to Chapel, only excepting the crew member whose turn it was to stay on duty with the trains. When Service was over, the engines ran round their respective trains ready for the return journey. Two engines were needed on Sundays. Normally in the old days the weekday traffic did not warrant the use of more than one engine in steam, as loaded ore and slate trains came down by gravity (VOE/12). This practice was only stopped in 1926 when a gravity slate train ran through the Wharf and spread itself all over the NWR main line!

Glennock's position made it suitable not only as a Chapel centre, but a School centre as well. Before World War II the school here catered for all ages, but since 1948 it has taken Juniors only (4LE/11). The Seniors travel daily to schools in Crovan's Gate.

Beyond the station the line swings north once more through arable and pasture land, passing scattered cottages and farms. From each house there is usually a well marked path leading to a stile or gate in the lineside hedge (4LE/57). These are unofficial, but traditional Request Stops for certain trains and are well used on Market Days (4LE/14,15).

It was on this stretch, when going perhaps too fast over track not properly bedded down, that Skarloey in 1865 "bounced" the Manager off the footplate into a bush (VOE/27).

Still gently climbing, the line crosses the river again by another girder bridge similar to LOE/27, and enters what is generally known to SR gangers as "that dratted tunnel section."

References (other than in text above)

Skarloey (on the way up), meets Rusty (on the way down) at Glennock passing loop. LOE/33

TUNNEL SECTION (EF9)

This three mile section is the one most subject to the weather's vagaries. The incidents recorded in VOE, LOE, and GOE are typical of many others. The line is much more sinuous than as indicated on the map. The tunnel is short, but curved, so that on entering, it is impossible to see right through (GOE/8) and thus have warning of any obstruction. It is also unlined and subject to seepage. This sometimes loosens rock fragments; icicles also form here in frosty weather.

North of the tunnel the line runs along a ledge, and is subject to "wash-outs" after heavy rain. Regular inspection is therefore necessary, and inevitably under the worst weather conditions. Hence the adjectives used to describe this section!

References

A wash-out in 1867. VOE/41

Ditto 1961. GOE/7

A loose rock fragment halts Duncan. LOE/29

Icicle in tunnel damages Peter Sam. GOE/9

First Aid for damaged chimney with a drainpipe. GOE/11

(Note that this picture shows the sinuous nature of the line north of the tunnel.)

RHENEAS (E9) Divided waterfall

The Tunnel section ends at a spectacular gorge spanned by a viaduct which, apart from the tunnel, was the major engineering feature of the line. Below, and half a mile north of the viaduct the gorge narrows and ends in a precipitous rock face some 200ft high. Over this a mountain stream, divided at the top by a boulder, drops in two separate falls. These Falls are an impressive sight particularly after heavy rain.

The station is a picturesque one and much photographed. It is sited near the Falls for the convenience of visitors and is, in consequence, on a narrow ledge with no room for a passing loop. All trains stop here however for ticket examination, and the few minutes' delay enables tardy travellers to scramble up to the station and catch their train. All Up trains take water here while ticket inspection is going on. The tank of the water tower is fed from the mountain stream.

Many visitors spend a morning or afternoon here; so the Railway has made a footpath from the station along the edge of

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the gorge to the lip of the Falls. From here, a stepped path descends into the gorge. The walk down the gorge and under the viaduct is an impressive one, and a meal at the Falls Hotel suitably rounds off a pleasant excursion. The hotel gives good service and excellent cuisine, but is somewhat pricey.

For those with shallower purses The Gorge Café provides self-service lunches, teas and snacks. The Café owns the field adjoining their premises which is a licensed camping site. Part has been laid out as a picnic area.

There is no village at Rheneas. The hotel and café are the only dwellings, and are closed during the winter. Rheneas can be reached on foot from Skarloey station by a pleasant walk through the woods (2 miles). Alternatively there is an equally attractive and well marked footpath from Glenock (6 miles). Follow beside the railway till you reach the bridge over the Hawin Dooiey, then drop down to the river and follow its bank till the path joins that from Skarlaey at a wooden footbridge.

References

Rheneas viaduct and gorge during the TV broadcast of 1958. LOE/59

Duncan stalls on the viaduct, 1961. GOE/39

Skarloey has to come to Duncan's rescue. GOE/41

Rheneas, some time during "the lean years" taking water at Rheneas station. GOE/47

Rheneas at the station in 1965 with the Centenary train. VOE/51

LAKESIDE JUNCTION formerly **QUARRY SIDING**

Half a mile beyond Rheneas, the hills draw back slightly. For many years a pocket of shale here supplied the line with ballast. A siding and a spur were laid in. The ballast dug here was never really satisfactory, but it was cheap and readily available. It served well enough during "the lean years", but heavier traffic demanded better, so since 1954 ballast has been obtained from the NWR. In 1963, as a preliminary to the building of the Lakeside Loop, the ledge was widened and now holds four tracks. A block post and ground frame was set up here too. The official name is now Lakeside Junction, but with railwaymen's traditional conservatism, the old name of Quarry Siding is the one commonly used.

The loop line, begun in 1963, was completed in time for the

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Centenary Celebrations in June 1965. It runs round and above the lake on a ledge cut in the hillside among the trees. There is one station, Lakeside, which serves a picnic area.

The Opening Ceremony took place here where the four tracks enabled the various trains containing V.I.P's to draw up side by side as described in VOE/44-55.

The loop line has proved its worth as a tourist attraction. From Easter to Michaelmas all passenger trains between 10.30am and 4.00pm run round the lake through magnificent scenery; but for the rest of the year, when traffic is mainly local, the old main line direct to Skarloey station is used.

Reference (other than in text above)

Peter Sam & Sir Handel pass at Quarry Siding in 1958. LOE/47

SKARLOEY (E8) Lake in the woods (Scaca=Wooded hillside; Loey=Lake)

Here the terminal station of the line stands high above the place it serves. The view of the lake and its village from the station platform is breathtaking no matter how often one sees it.

The lake lies in a hollow completely surrounded by woods. It would seem that the hollow's origin was volcanic, and the existence of warm springs supports that view. The lake is fed from the central massif, and drains through a concealed cleft into the Hawin Dooiey. The topography and surroundings of the place are such that in former days a stranger approaching from any direction would have great difficulty in finding it. As mentioned above, it was accidentally re-discovered by the railway surveyors, and the Company seized on its potentialities as a spa and beauty spot, renaming their railway accordingly. But remoteness, and the difficulty of access from the station they had built, dashed the hopes of Shamus Tebroc and his associates, and it was not till 1953, following the discovery of **THE BOOK OF SIR HARALD** (now in the Island Record Office), that Skarloey was realised to be a place of historical importance, as "the Secret Sanctuary" to which the document makes such necessarily guarded reference.

Its existence had been kept secret for centuries. Here during the **RESISTANCE** (1263-1404), when Sudrians under successive Regents fought off the claims of the Scots and other "occupying Powers", the Regents made their headquarters; women and

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children gathered here for safety while their men-folk took to the hills in guerilla warfare. The wounded were brought here to be tended, and the warm springs were found to have curative properties. There is evidence also that the place was put to similar use during the Cromwellian" occupation (1645-1660) and again, following the uprisings of 1715 and 1745, Jacobites on the run were sheltered here till they could escape to safety. But in the century that followed, the secret of its location had died with those who held it, till chance disclosed it once more.

The years since 1953 have brought changes to Skarloey. Its sheltered situation and mineral springs have made it something of a spa, and a growing number of people elect to spend the winter here. The population includes residents as well as those catering for anglers and other visitors. There are three good hotels. The Char, on the waterfront, holds the fishing rights, and is naturally favoured by fishermen. It has its own clientele who book in regularly year after year. For visitors with other interests we would recommend either The Sanctuary, or The Sir Harald, both of which have been named in allusion to the use of the locality in former times. In the grounds of the latter can be seen the foundations of a 13th Century building which it is claimed that Sir Harald used.

Skarloey is now the line's terminal station. As mentioned above, from Easter to Michaelmas most trains traverse the Loop using the north west face of the platform. Local passenger and goods trains, however, by-pass the Loop running directly to Skarloey station along the old main line. They use the east face of the platform. Beyond the platform are a run round loop, sidings, locomotive and carriage sheds, and a depot for goods in transit which is picked up here for delivery by Sodor Roadways vans.

Sodor Roadways Coaches meet all principal trains, thus providing connections to and from The Culdee Fell Railway (D6,7,8), Peel Godred (D6), and Harwick (B4,5)

As mentioned above, Shamus Tebroc built a rope worked self-acting incline for his building materials, and left it for the conveyance of luggage, coal, and other commodities. This is still in use, though now time-expired and somewhat unreliable. Expensive repairs are needed. It has not been marked on the map as its continuation is in doubt. Now that the Sodor Island Council has regraded the road down to the village, Sodor Roadways may

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be able to provide a cheaper and better service. The matter is now under discussion. Also not marked on the map because it is a very recent development, is a funicular railway from the station to the village for the convenience of residents and visitors. It was opened in September 1985, and is a venture undertaken and financed jointly by the Railway Company and the hotel keepers, The Railway undertook its construction, and holds 51% of the shares. The Hotel Proprietors hold the remaining 49%.

References

Peter Sam waiting to start down at Skarloey station (old) circa 1954. 4LE/43

Train starts (see above) leaving Refreshment Lady behind. 4LE/45
Driver oiling Peter Sam up at Skarloey station (old) before running round for Down journey. LOE/49

Skarloey (No.1) near station, on conclusion of TV broadcast 1958. LOE/61

THE QUARRY LINE (EF8,F9,G8)

The line south from Skarloey station Yard is now a forbidden area. Before the Ministry of Defence bought it in 1960, it was pleasant to walk (with due permission of course), through the tumble-down gate (4LE/31) and along the track leading to the quarries (LOE/7). The line had been built for mineral traffic only, and was not well kept and true to gauge. This explains why Sir Handel (No.3) with his, then, narrow wheel treads slipped down to the sleepers between two loosely spiked rails. This section was never part of the main line, seen and passed by the B.O.T. Inspector (VOE/30,31) for passenger traffic. It wound along the edge of the escarpment, and from time to time we would get splendid views of the valley below. Presently we came to the sidings where engines left their empty wagons, and waited for loaded ones to come down. Here water was channelled from a mountain stream so that the tanks of waiting engines could be filled (LOE/11). If we had time between trains we would press on further, and watch wagons going up and down the incline (LOE/9).

This incline was all that was left of "The Railroad" (see above, General Notes) which strode up the Benglas from Cros-ny-Cuirn to Ward Fell. By 1949/50 however, the slate quarry was nearly worked out, and with the death of Sir Handel Brown I in 1950, the future for the railway and the valley looked very black indeed.

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During World War II the Ministry of Defence had taken over the old mines on Ward Fell for ammunition storage. Being in need of extra space they approached Sir Handel II in 1953 about his recently abandoned slate quarry. Negotiations took time, for if the M.O.D. were to use it, the quarry had to be cleared and terms agreed on. It was on one of these last clearing trips in 1958, that the breakaway on the incline occurred, and Peter Sam was damaged (LOE/8-15). The sale went through in 1960, and the price paid went a considerable way towards funding the construction of the Lakeside loop line begun in 1963, and opened in 1965.

The Quarry Line is now, as we said above, a forbidden area. The tumble-down gate with its TRESPASSERS W . . . sign so faded as to be but a feeble deterrent, have both gone. In their place stands a strong wire perimeter fence with locked double gates.

MINISTRY OF DEFENCE
GOVERNMENT PROPERTY
KEEP OUT

Skull and crossbones plaques attached at intervals to the fence all round emphasise the perils of unwise trespassing.

Even our engines obey this order. Each brings its load up to the gates, uncouples and scurries away backwards as though fearful of being detected in the committing of some heinous crime. Once it is safely away and out of sight the gates open, and a black beetle-like electric locomotive appears pushing a rake of empty vans. These are left on a siding. The black beetle couples to the loaded vans, and draws them away. The gates clang shut and are locked electronically while the beetle takes its load to a secret destination. Only then may an SR engine venture out to remove the empty vans.

Sir Handel was hauling a train of these vans when the steam roller incident occurred (GOE/23,25). Fortunately they were empty, otherwise the results might have been startling for all concerned.

The Culdee Fell Railway

GENERAL NOTES

The Culdee Fell Railway was the brainchild of the Mid Sodor, which had, from the first, set itself to encourage tourism in the Island and the Peel Godred District in particular. It had been the Mid Sodor's hope to be able to extend their line round the head of the valley to Kirk Machan where passengers could join a mountain railway for their ascent to the peak.

Lord Peter Barrane was the landowner whose property would have been most severely affected by the scheme and he, while in favour of railways in general, was nevertheless reluctant to allow a railway to be built up his mountainside in view of possible disfigurement to its natural beauty. Thus it was that for some years the project hung fire.

This gave the Skarloey Railway Company an opportunity which they were not slow to seize. They were in a position to provide easy access to a shorter route up the mountain, and saw to it that their Culdee Fell Excursions were widely advertised. These became very popular. Trains were met at the Skarloey Station by wagonettes which took excursionists to the point where the ancient path crossed the moorland road (D7). The short climb proved most attractive, and the Skarloey Railway's enterprise had a depressing effect on the people of Peel Godred and Kirk Machan who saw their tourist traffic dribbling away to the other side of the island. At length, however, their woeful complaints culminated in a deputation to Lord Peter with the request that he change his mind.

Thus it was that in February 1897 the first sod of the Culdee Fell Rack Railway was cut by the Lady Elaine, Lord Peter's eldest daughter, at Kirk Machan. The sponsors were The Culdee Fell Tramroad and Hotel Company Ltd which had been formed a year

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before under Lord Peter's chairmanship. He was therefore in a position to ensure that the lower section of the line made a detour skirting the edges of his property instead of cutting straight through it and up the hillside as had originally been proposed.

The Snowdon Mountain Railway* had been opened shortly before this, and on their advice the "Abt"* rack system was adopted. Construction too was greatly helped by the Snowdon Company's expertise. It is not surprising therefore that the two railways are similar in many respects. The main difference is that while the Snowdon Railway's climb is short and sharp (43/4 miles only), the Culdee Fell line is twice that length with easy gradients at the foot steepening finally to a fierce 1 in 5 on the last half mile to Summit Station.

Construction proceeded smoothly, and the line was passed for passenger traffic in March 1900 by the Inspector from the Board of Trade, after rigorous tests both of operational methods and safety precautions (ME/14-17). It was opened to the public on Whit Monday, and for just over a month all went well. Then, on a return journey Locomotive No.1, Godred, left the rails at Devil's Back and fell down a ravine. Happily the passengers kept calm and no one was injured; but the engine, when recovered next day, was found to be beyond local repair. Rebuilding at this stage was financially out of the question, so Godred's remains were put at the back of the Shed at Kirk Machan where, for the next few years, they provided a useful collection of spare parts for repairing the others (ME/26-29).

It was generally believed that a stone lodged between two teeth of the rack-rail had caused the accident, but this has never been proved. The line was closed for the rest of the summer while stringent measures were taken to eliminate the possibility of accident in the future. Re-opened on Easter Monday 1901, the Culdee Fell Railway has operated ever since with an unblemished safety record. There have, of course, been minor mishaps such as ME/38-41, but these are rare, and though they cause annoyance and inconvenience have never resulted in injury to any passenger.

KIRK MACHAN (E6)

(For notes on the village and its neighbourhood see above under Peel Godred Branch.)

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The Culdee Fell Railway has its headquarters here and owns the station. It is in the form of a square-based "U", but the eastern, or outer face of the arrival platform has, since 1923, been rented by the NWR for the use of their branch line trains. The Booking Office, Waiting and Refreshment Rooms occupy the base of the "U". The Mountain Railway trains use the inside faces of both platforms with departures from the western one, and arrivals at the eastern. Between these two roads, a siding has been laid to allow a relief train to stand by. On the CFR, for safety reasons, one-coach trains are the rule. This limits passenger accommodation, so at busy times it is desirable for an extra train to be available.

The king points are a short distance north of the station, and are controlled from a ground frame on the Up platform. The main, or mountain line, goes straight ahead while that to the Yard swings right to the Carriage Shed, Engine Shed, and Workshops.

The Carriage Shed has two roads, and is long enough to hold nine bogie coaches under cover. These 56 seater saloons form the entire passenger stock of the railway. Their interior furnishing is somewhat spartan, but they are the height of luxury compared with the coaches provided when the line was opened. Five were opensided, but with a roof and waterproof curtains which could be let down for protection in bad weather. The sixth offered no protection at all. It was most unpopular and soon withdrawn, but some of the curtained stock lingered on till finally phased out in the 1920s. Each saloon coach has a closed-off compartment in front from which, on the upward journey, the Guard has a clear view of the line ahead, and can warn his engine crew in the rear of any obstruction. The position is reversed on the downward run. He must then be on the alert to use his emergency brake on warning from the engine crew. This brake is very powerful, and can bring the coach to a standstill in only a few yards.

Two other vehicles are stored in the Carriage Shed. The Staff call them the "Trucks". Basically they are flat wagons made in the Works from the wheels and frames of two former open-sided coaches. A small passenger and Guard's compartment is at the front, then comes a water tank, and on the rest of the "flat" partitions can be pegged in suitable positions to hold any type of load required. For instance every day, first thing in the morning

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from Easter to Michaelmas, the Truck is loaded with 400 gallons of water, and 1 ton of coal while Stationmen and the Staff of Summit Restaurant climb aboard with whatever stores they are likely to need during the day. They must reach the top whatever the weather at Devil's Back, and they must be brought down again in the evening. The "Trucks" are also liable to be called out at any time in case of accident, rescue, or other emergency. They are therefore important vehicles and always kept available on their own road in the shed.

The Engine Shed now has three roads, and is far more commodious and well equipped than it used to be. A small shed with two roads was provided at first. This was adequate for the five engines ordered from Switzerland for the opening of the line, and certainly for the four which remained after Godred's accident. These four, - Ernest, Wilfred, Culdee, and Shane Dooiney - worked the traffic successfully for many years; but they began to age and, though carefully maintained, the crunch came when it was apparent that two of them, Culdee and Shane Dooiney, would be needing a heavy overhaul in the very near future. Accordingly three new locomotives were ordered. With the arrival of the first, No.6, Culdee, the most urgent case, was sent away, and he was followed six months later by Shane Dooiney when Nos.7 & 8 had been delivered.

The engine shed was enlarged at this time and given the three roads it has now. It was also equipped to deal with all repairs except the very heaviest. Each locomotive is lovingly maintained by its own crew, and friendly rivalry between crews ensures that the standard is high. Heavy overhauls are now no problem either. As mentioned above, with the decline of steam on the mainland, Sir Topham Hatt has seen to it that the NWR Works at Crovan's Gate are equipped with machinery and craftsmen able to tackle any type of steam locomotive overhaul. Expensive journeys overseas for the Culdee Fell locomotives are thus no longer necessary.

One final note on the engines. The Mountain Engines differ from conventional steam engines not only in looks but in the way they move themselves along. In an ordinary steam engine the Power from the cylinders is applied through piston and connecting rods to the driving wheels. In our Mountain engines the rail Wheels are not driving wheels at all. They merely carry the

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engine's weight, and roll freely on their axles. The drive comes from the pinion wheels on the axles whose teeth engage in the rack rail laid in the centre of the track.

References

A glimpse of the Up platform with the signalbox housing the lever frame for the king points and station points. ME/35

Old type passenger coaches. ME/17,27

Modern saloons. /21,33,37

The Truck in use. /39,44,49,51

Loco Shed interior. /43

Loco Shed Exterior. /57

Godred's accident. /27

Transfer siding. /31

SHILOH (D7)

The original place name was Shilaugh. Authorities are divided as to its derivation. Most however consider it a corruption of the Celtic Shellag - "Willow Place" or "The place of the willow trees." There certainly are Willow trees alongside the waters here. It came to be known as Shiloh almost by accident.

A Baptist Chapel was built here early in the 19th Century. At the Opening/Dedication Service the Eminent Visiting Preacher, who came from another part of the Island, mispronounced the place name as Shiloh. This struck the assembled congregation as an excellent biblical name for their chapel, and as "Shiloh" was not too unlike the local pronunciation of "Shilaugh", the place has been known as Shiloh ever since.

The chapel is an unpretentious building with little architectural merit, but it continues to flourish with a regular congregation drawn from Kirk Machan and the surrounding scatter of hill farms and cottages.

Following farmers' complaints of their isolation and lack of transport, the Culdee Fell Railway laid in sidings and provided wagons for a goods service. Business was brisk for a time; but since mountain railway charges are inevitably higher than those of ordinary lines, there were many complaints, and when road improvements had been made by the Island Council, local goods and passenger traffic dwindled away. The CFR disposed of the wagons and lifted the sidings but kept the station. It has passing loop, and a watertank fed by a leat from the stream

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(The Keaullenbeck – the noisy stream). Drivers of Up trains often top-up their tanks here. They have no urgent need to do this, but since more often than not they have to wait for a Down train, by doing so they are likely to be able to save time higher up. Passengers are thus given a chance to stretch their legs and look about.

Shiloh is not at such a height as to make the view extensive, but it is impressive nevertheless. Northward, backed by its range of hills lies Peel Godred with its castle dominating the narrow pass. Culdee Fell towers above us to the east, while to the south, over an intervening stretch of moorland, Shane Dooiney (The Old Man) breaks the skyline and a twin peak Shen Venn (The Old Woman) hides coyly behind.

Though local goods and passenger traffic have long ceased, passengers still use Shiloh station. These are ramblers and picnic parties. The waterfall and the lake above it are well worth exploration. They can be seen from the train too, but deserve closer inspection. At Banefoss (White Falls) the water drops some 60–70 feet from a narrow channel into a series of rocky basins where it is churned to white foam before hastening off to join the Abby way of Kirk Machan. Further up is Poll-ny-Chrink (the pool on the hillside). A few years ago Lord Harry Barrane presented the area to the Sodor Nature Conservancy Trust as a Wildlife Sanctuary. Here can be found plants, wild-fowl, butterflies etc., which can be seen nowhere else. It has had to be fenced off to discourage the depredations of sheep, rabbits, and deer, but this has been done as unobtrusively as possible.

HALFWAY or SKARLOEY ROAD (D7)

Having skirted Poll-ny-Chrink, the line has to climb sharply in order to surmount the wooded ridge out of which the road to Skarloey was cut. A ten-arched viaduct was necessary to span the gap, and reach the site selected for the station. This viaduct was the most difficult civil engineering feature of the whole line, and pending its completion the construction of the upper section had to be delayed for some eight to nine months (ME/33).

The station at Halfway is an important one. In addition to being the main passing place for Up and Down trains, it has to cater for passengers brought here by Sodor Roadways' coaches. In contrast to Shiloh and Devil's Back it boasts a Booking Office

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cum Refreshment Room, and normally has a staff of two, sometimes increased to three at the height of the season. A lengthy passing-loop is provided together with a 10,000 gallon water tank fed by a pipe from the source of the mountain stream. It is the last reliable watering place for engines on their upward journey.

Travellers have a choice here. They can reach the Summit by train or on foot. Alternatively they can follow the centuries old pilgrim path to St Machan's Cave.

The view from the station is much the same as that from Shiloh, but with the advantage of a wider prospect thanks to its greater height. The immediate surroundings however have a grimmer aspect. We are now above the tree-line, and the greenery is that of coarse grass and scrub which offers but a bare living to the surprising number of sheep which stray up here. Even this hardy vegetation disappears except in sheltered clumps as the line climbs higher towards the bleak ridge known for centuries as the Devil's Back (Dreeym-y-Deighan).

DEVIL'S BACK (D8)

The ridge's ancient name is Dreeym-y-Deighan, but since the building of the railway the English translation has come into common use. It is a bleak spot, open to every wind that blows, and only when winds are light or moderate are trains allowed to cross it. The weather up here is so suddenly changeable that though it may look fair at Kirk Machan or even Skarloey Road, there is no telling what conditions will be when the train has reached Devil's Back. Accordingly, tickets for Summit are always issued on the understanding that the train may be halted here and allowed to go no further.

This proviso applies, of course, only to trains carrying fare-paying passengers, but, as noted above, Service trains must get through regardless of weather. For instance, Stationmen must get to their places of duty first thing in the morning, as must also the Staff of the Summit Restaurant together with the stores they need for the day (ME/45), and all must be brought back in the evening. Breakdown and Rescue trains are in the same category. Their urgency demands that they brave anything that the weather can throw at them. Gusts of wind met on Devil's Back are quite capable of derailing a lightly loaded train. Urgency requires

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risks to be taken, but these are minimised by careful ballasting. A supply of sandbags is kept for the purpose both at Summit and at Devil's Back. These when loaded on the Truck help to provide stability in the highest wind (ME/51)

The Stationman's shut at Devil's Back is stoutly built and, being set slightly lower than the railway itself (ME/13), is to some extent sheltered from the prevailing wind. It is not the pleasantest place to be on duty, and a stationmen's rota ensures that each man Serves here only one week in four.

The place is barren, and often clammy with low cloud. Always, even on the most favourable day, there is wind. We can feel it tugging at the coach as we cross the ridge, and the contrast on reaching shelter the other side is clearly marked.

Once over the ridge the railway twists and turns, gaining height at the expense of mileage (ME/16), till at last this expedient will no longer serve, and the final gradient seems to rear up ahead into the sky like the wall of a house (ME/36). Shouting defiance at this obstacle, the little engine lifts us up another 600ft in the last half mile. The gradient eases (ME/21) and almost before we realise it, the rocky skyline has dissolved into an extensive view, and we are trundling into Summit Station.

References

Devil's Back Station looking east across the ridge. The Down train on the right is passing the approximate site of Godred's accident. ME/13

Inspector's brake test on steepest part of the line. ME/15,17

No.6 on steepest part of the line. ME/55

Devil's Back ridge. ME/47

Devil's Back Station. ME/49,53

SUMMIT (D8)

The Station is a simple one with two terminal roads and a long platform provided for each (ME/41). The Hotel stands behind the buffer stops. It is a stoutly built one-storey structure standing just below, and therefore to some extent sheltered by, the Peak (ME/23). Though dignified by the name of hotel it is, in reality, little more than a cafeteria restaurant for the provision of souvenirs, hot drinks and snacks. There are normally no resident staff, and such over-night accommodation as is provided, is only there for use in dire emergency.

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Most people, after an interval for refreshment, climb to the terraced roof to enjoy the view, but a better all-round prospect is only to be had from the platform built on the Peak, and reached by a somewhat scramblesome path from the station.

THE PEAK (D8)

From here, on a very clear day, the view is only limited by distance. Starting from the north and turning clockwise, we can see in succession the Kirkudbrightshire coast and hills, Cumbria, Furness, Heysham, Fleetwood and other Lancashire coast towns, North Wales in the far distance, and if we are lucky the Mountains of Mourne in Northern Ireland looming up behind the Isle of Man. Days of such clarity are however rare, and as a general rule visibility is limited to vistas of the Island which are, all things considered, attractive enough. These are often disappointingly clouded; but however poor visibility may be in other directions, for some unexplained reason the air over Harwick always seems clearer than elsewhere. Ships in the harbour can be made out, the town straddling the river mouth, and vehicles on the road twisting and turning up the valley. There can be no doubt that in this peculiarity lies the origin of the legend of St Machan and the Viking warband.

ST MACHAN'S CAVE (D8)

This is lower down the mountain and faces north over the lake which bears his name, and in which he is said to have baptised the Viking chieftain and many other of his converts. This cave can be reached from Summit by a rather steep path, but the going will be easier if we alight at Skarloey Road Station, and take the well marked path from there.

St Machan has long been regarded as Sodor's Patron Saint, his cave as a National Monument, and his Day - April 30th - as a Public Holiday. In times of stress his cave and Keeill (Chapel) has been a rallying point. The hard pressed Celtic church, nearly wiped out during the Norse invasions, found here inspiration enabling it to survive. Throughout the RESISTANCE PERIOD (1263-1304) Sudrian patriots, led by their Regents, were able to make life a misery for the troops of successive occupying powers. During the Great Rebellion and the Commonwealth" LANCELOT QUALTROUGH, Bishop of Suddery, made St Machan's

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cave his pro-cathedral, and while Roundheads stabled their horses in the Cathedral at Suddery, loyal King's men worshipped here.

The cave contains two chambers. The inner room or Keeill is still largely in its natural uncut state. Its only furnishing is a small rough-stone altar, allegedly St Machan's, but more probably the replacement of later years. It is most effective in its stark simplicity. This chamber is separated from the outer one by a modern "see-through" screen, normally kept locked, but easily removable when Services are to be held.

The outer chamber was that in which St Machan lived and received his many visitors. It opened onto the hillside, and has from time to time been enlarged as need arose. The most recent enlargement was made during the Commonwealth when, as Pro-Cathedral, extra space was needed. The walls were cut back some two yards each-side, and squared off. The outer entrance was however left as it was - small, low, uncut - with bushes encouraged to grow thickly in front to screen it from view. Inside this rough doorway the thickness of the rock was squared off so that stout 2" thick oak doors could be hung and strongly barred. The hinge-pins and bolt-sockets are still there, but the old doors have recently been replaced by lighter modern ones with panels showing incidents in the life of the saint.

In addition to its use as pro-cathedral the cave gave sanctuary to "Malignants" on the run. Escape tunnels were cut leading to exits on the mountain side allowing escape across the moors to Skarloey - the other Secret Sanctuary. Roof falls have blocked these passages and their exits have not yet been found.

(Note Visitors are warned THAT IS IS DANGEROUS TO EXPLORE THESE PASSAGES unless accompanied by a member of the Sodor Caving Club.)

The whole area including the Peak has been designated as a National Park under the auspices of the Sodor Island Trust. The ruins of a former Rest-house stood beside the Pilgrims' Path near the spot where the railway now crosses it. The Trust rebuilt it as a Shop and Information Bureau. It is kept staffed from Easter to Michaelmas, but is closed for the rest of the year. *Intending visitors during Autumn and Winter are advised to apply to the Trust's Branch Office, Crovan Square, Peel Godred.*

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An annual Service in which all denominations take part is always held on the afternoon of the Sunday nearest to St Machan's Day, April 30th. The Culdee Fell Railway runs a special train service in connection with this event, at greatly reduced fares.

The Mid Sodor Railway

A MEMOIR AND APPRECIATION

The Mid Sodor Railway, now closed, had a life-span only of some 50 years; but its influence on Sudrian affairs has been long lasting.

From the first it was worked as a Main Line system. It pioneered the use of bogie coaches in the Island. No less than eight of these, together with three Mid Sodor locomotives, have survived and are in regular service on the Skarloey Railway.

The Mid Sodor lives on too in the prosperous 15" gauge Arlesdale Railway which uses its former trackbed and stations; and also in the railway up Culdee Fell, which latter enterprise was a Mid Sodor "brainchild" in the 1890s. The Mid Sodor were the first to realise that there were dividends to be had from the "visiting industry", and deliberately set out to encourage "foreigners", and cater for holiday makers. By so doing they turned what was then a mere trickle into a stream; which stream, now greatly increased, has become a vital factor in our Island economy.

This book is, in the main, a survey of present day Sudrian affairs, and though the Mid Sodor is now, alas, no more, such a survey would be incomplete without due acknowledgement to the foundations laid by a gallant little railway in the past.

INCEPTION

When first promoted, the Sodor & Mainland Railway had canvassed support from investors in the Peel Godred area with a promise to build them a branch from Cronk; but as the years passed it seemed less and less likely that this promise would ever be implemented. By 1870 the people of Peel Godred had come to the conclusion that if they were ever to have a railway they must build it themselves.

A line southward down the valley was favoured at first. This,

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on the face of it, would have been simplest and cheapest, but it would have involved a junction somewhere with the S&M, and since that Company was then teetering on the verge of bankruptcy most felt that to embark on such a project would be the height of imprudence. It behoved them to look elsewhere.

Some six miles to the west, mine owners at Cas-ny-Hawin (DE5) had combined with others in the Arle Valley to build a tramway to the port of Arlesburgh (DE2,3). This 2'3" gauge line had originally been horse-worked, but following the Skarloey Railway's lead, they had in 1866 adopted steam traction, but for mineral purposes only. It had not been inspected and passed for passenger traffic. Passengers were carried however, but free and at their own risk, on payment of a toll for the carriage of their coats, hats, and personal belongings.

CONSTRUCTION

The Peel Godred Committee approached the mining companies who saw advantages in the Peel Godred connection, and following a series of meetings at Ulfstead Castle chaired by the Earl of Sodor, the Mid Sodor Railway Company was formed in 1872. They bought up the tramway and relaid it to Board of Trade passenger carrying standards, and opened it in 1874. There were four stations, Arlesdale, Marthwaite, Ffarquhar Road and Arlesburgh. A road coach link was provided from Peel Godred to Marthwaite (D4) pending the completion of the mountain section. They were thus prudently in a position to earn revenue while the most difficult part of the line was under construction.

The site selected for the summit station at Ulfstead Road (D5) stood at 867ft above sea level, 264ft higher than Cas-ny-Hawin, though the two places are, as the crow flies, only 1½ miles apart. Mr C. E. Spooner,* of the Festiniog Railway* was consulted, but as he was then much occupied with the North Wales Narrow Gauge Railway,* the actual survey was undertaken by his son Edwin*, who advised that the railway should climb in a series of loops, thus effectively increasing the distance between the two places to 6 miles, and reducing the gradient to manageable proportions. He advised that the actual length of climb should be for 5 miles at an average of 1 in 100, and that it should be arranged in "steps" with level or nearly level stretches between them. He explained that this would allow "labouring" locomotives to ease

off and blow up steam, or alternatively to gain speed and therefore impetus before tackling the next climb ahead.

Edwin Spooner's survey and estimates were accepted. It necessitated the cutting of four tunnels, and it was here that the company's troubles began. Having cut two tunnels, it was found, inevitably, that their expenses far exceeded estimates and, with two more tunnels in prospect, money was running short. They economised by cutting down clearances to those which had been allowed on the Festiniog Railway, but even so they had little money left for the last few miles to Peel Godred. Fortunately there were no expensive civil engineering problems here, and the only casualty was the fine Central Station they had planned for the town. They had to settle instead for a temporary terminus on cheaper land in the outskirts alongside the Arlesburgh Road. A branch to Ulfstead had also been planned, and this had to be dropped too.

OPENING

The line was opened throughout in October 1880. They had hoped for a June opening following the Board of Trade Inspection; but the Inspector, disturbed by the scanty clearances in the mountain section, refused to allow this even though he could not fault anything else. When, however, it was pointed out by both Spooners, father and son, that the clearances to which he took exception were, if anything, more generous than those which had been allowed and passed for the Festiniog, he paid the line a second visit at the end of September, and reluctantly passed it on condition that similar safety precautions to those enforced on the Festiniog should apply, namely that all carriage doors should be locked between Arlesdale and Ulfstead Road. This was no real hardship. On the Upward journey water-stops were needed at both places anyway, while for down trains at Ulfstead Road the routine brake test which common prudence required before starting the descent, also gave ample time for attention to the carriage doors.

Natives soon accepted this door drill as a matter of course, but visitors to the Island were apt to complain at "being imprisoned without trial". The Company's servants however never heeded such complaints. To them, as Sudrians born and bred, tourists were decent enough folk, but like all foreigners, particularly English and Manx, they were probably not quite right in the head!

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TRAFFIC WORKING

The bulk of the passenger traffic was between Peel Godred and Arlesburgh, but it was the mines which provided the railway with its chief revenue. Local goods and passenger traffic was slow in developing so, bearing this in mind, the Mid Sodor set itself from the first to encourage visitors and tourist traffic.

Proposals made to the Isle of Man Steam Packet Company* met with a favourable response. It was arranged that steamers should call at Arlesburgh twice daily in Summer, and twice weekly in Winter. Arlesburgh became the port for Peel Godred, and between 1890 and 1923 the railway enjoyed a period of moderate prosperity,

The normal journey time between Peel Godred and Arlesburgh, a distance of 25 miles, was, for local trains, 1½ hours; but the pride of the line were its Boat Expresses run in connection with the Isle of Man Steamers. The line had to be clear to allow these trains free passage, and woe betide anyone who hindered the smart running of these trains. With two stops at Arlesdale and Ulfstead Road respectively, they covered the 25 miles in the very creditable time (for narrow gauge), of 1¼ hours. Special Observation Cars were built at Arlesdale Works for these trains, The usual load was four bogie coaches strengthened at busy times to six.

Holiday-makers in the Island were catered for during the Summer by a train which came to be known as "The Picnic". This train, put on between Easter and Michaelmas, left Arlesburgh at 10am, and was given a very easy timing. It would stop, on request, at beauty spots and places of interest, to set down rambblers and picnic parties (DLE/33). The return train left Peel Godred at 3.30 to pick up the parties at the places where they had been set down. This train was timed to reach Arlesburgh at 5.10, thus returning passengers in good time for High Tea at the sacred hour (to Sudrian landladies) of 5.30!

The Culdee Fell Rack Railway, though built and operated by a separate Company, was nevertheless the brainchild of the tourist conscious Mid Sodor Board. Once it was actually under construction the MSR had intended to extend their line round the head of the valley to a joint station at Kirk Machan (E6), but the whole extension would have involved expensive engineering works for a line which would, at most, only be worked profitably for part of the year; so this project was prudently dropped, but the MSR did

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take the opportunity of moving their terminus from Arlesdale Road to a more commodious site near KING ORRY'S Bridge. This was much more convenient for those who wished to reach the shopping centre of the town, and since King Orry's Bridge provides the only access to the town from the south, this station became the valley's railhead for the next thirty years.

While the mining companies had their "block trains" and paid well for the convenience, local goods traffic was slow in building up. At first the Guard's vans of local trains sufficed for parcels and small freight, but did not suit larger items. Mixed trains were then tried, but passengers complained so bitterly at delays caused by shunting operations at stations, that the Company put on a daily goods train each way which took anything and everything. It stopped to shunt anywhere on the least provocation, and was allowed a time of two and a half hours in which to cover the 25 miles. Hence its name "The Horse & Cart" given to it by travellers and traders. Passengers were also carried in the brake van on payment of half 3rd class fare; but the Company, wisely we think, would not guarantee the time of arrival at any station.

The Mid Sodor served the valley well for nearly 40 years. It was well loved, and had become a part of the landscape. Even its vagaries were a part of local tradition. People assumed that it would last for ever. It survived World War I, though stretched to the limit, and had nearly succeeded in making good most of its maintenance arrears when it received a blow from which it was never to recover.

DECLINE

In 1923 just after the Grouping, the Peel Godred Power Company (a subsidiary of the British Aluminium Company*), obtained powers to build a dam and hydro-electric power plant a mile or so northwest of the town. The Power Company had at first considered using the port of Arlesburgh and the MSR for the transport of their equipment; but while the port facilities were adequate, the slim clearances on the mountain section of the MSR proved an insuperable obstacle. Accordingly they agreed with the NWR for the construction of a standard gauge branch from Killdane.

The opening of this line had a disastrous effect on the MSR. Passenger and goods traffic to and from Peel Godred steadily fell. Except in summer, when the tourists came, passenger trains on

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the mountain section ran almost empty, and by 1935 when the Isle of Man steamers ceased to call, even this meagre traffic had disappeared. The section was closed to all traffic in 1936.

Three of the six locomotives were sold in an effort to keep the Company's head above water, and with them went the bogie saloon stock used on the Boat Trains and the Picnics. These latter found homes all over the Island. Their buyers put them to use as summer-houses, holiday chalets, henhouses, and garden sheds,

Note Since 1959, when Mr Peter Sam found one of these coaches in a garden at Harwick (B4,5), no less than eight former MSR bogie coaches have been rescued and restored at Crovan's Gate works. They are now in regular service on the Skarloey Railway. One which serves on occasion as a saloon for V.I.P's, can be partly seen behind Skarloey (VOE/53).

The engines which remained, The Duke, Falcon, and Stuart, were those in the best condition, and they, together with the four-wheeled passenger and goods stock sufficed for the mineral and such goods and passenger traffic still offering in the Valley. When this local traffic took to the roads, the line became just what it had been at first – a mineral tramway – with trains running only as and when required.

CLOSURE

World War II brought an upsurge of traffic, but while the locomotives were lovingly maintained as far as possible, both track and goods stock suffered. The mines suffered too. They were stripped almost beyond safety margins to assist the war effort, and in consequence were closed one by one during 1945. That at Cas-ny-Hawin alone remained, but when this was abandoned because of flooding in December 1946, the railway, having no longer any reason for existence, was abandoned too in January 1947.

Two of the locomotives, Falcon and Stuart, were bought by the Sodor Aluminium Company to assist in an expansion project they had on hand. This was completed in 1951, and the two engines, after standing sheeted under tarpaulins for the better part of a year, were sold in 1952 to SIR HANDEL BROWN for the Skarloey Railway at the knockdown price of £25 each. They retained their old numbers (3 & 4), but after rebuilding they were given SR livery and renamed Sir Handel and Peter Sam respectively.

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The third and oldest engine, No.1, a George England type tender/saddletank, had been built at Boston Lodge to the order of the Earl of Sodor, and presented by him to the MSR in 1880. They named it "The Duke" in his honour and chose it to haul their Opening train. "The Duke", perhaps on account of age, had found no buyer, for interest in veteran steam locomotive preservation had in those days hardly begun. "The Duke" was left oiled, greased and sheeted up in Arlesdale Shed.

The last chapter in the MSR story took place in 1969. Ever since 1947 storms and landslips had played havoc with the abandoned Arlesdale Shed. 22 years of neglect had allowed the site to become almost unrecognisable. It was hard to imagine that there ever had been a shed, let alone an engine inside it (DLE/11,13). Local people were however convinced of it, and after listening to tale after tale beginning, "My father used to say . . .", or "Grandfather told me once . . .", your Author (The Thin Clergyman) was inclined to believe it too. He persuaded The Rev. E. R. Boston* (The Fat Clergyman) and Mr. F. Duncan (The Small Controller) of the 15" gauge Arlesdale Railway (DLE/47) to help him investigate. The search took time and patience, until at last a lucky break-through by Mr Boston (DLE/51) found The Duke, and we were able to bring him in triumph to Crovan's Gate (DLE/55,57). There, through the kindness and generosity of Sir Topham Hatt and the present Earl of Sodor, who shared the cost with Sir Handel Brown, the old veteran has a new lease of life in company with the two other centenarians Skarloey and Rheneas and his old shed mates Nos. 3 & 4 whom he knew in the old days as Falcon and Stuart.

References (other than in the above text)

Arlesdale Station & Shed DLE/7,8,19,35,43

Falcon, Stuart & Duke DLE/5,7

Falcon & Stuart as Sir Handel & Peter Sam DLE/15;4LE/19

Falcon's accident. DLE/25,27,29

Scenic: The Mountain Road DLE/21,23

Between Arlesdale & Arlesdale Green DLE/37

Up towards Arlesdale DLE/43

Stations: Ulfstead Road DLE/31

Arlesdale Green DLE/39

Marthwaite DLE/41

The Arlesdale Railway

GENERAL NOTES

As mentioned above (Arlesdale Branch), it was in 1964 that Sir Topham Hatt became seriously concerned over the congestion in Tidmouth and Knapford harbours. His thoughts turned to Arlesburgh, a port connected by rail to his system but which had been little used following the closure of the Cas-ny-Hawin mine in 1947.

He made several visits of inspection, and decided that Arlesburgh and the rail extension to it were capable of development. He noted also that while his line, which had been under minimum maintenance, was heavily overgrown, that of the Mid Sodor Railway (abandoned in 1947), was comparatively weed free. On enquiry, he was told that the MSR had, from motives of economy, used spoil from the lead mines as ballast; material which they could take and use merely for the asking.

Once exhaustive tests had proved that this spoil really was weed-resistant, Sir Topham suggested to the management of the Culdee Fell and Skarloey Railways that they join the NWR in a consortium to exploit it, and that a railway along the Mid Sodor's former trackbed could be laid to take it away.

At this point in the negotiations Mr Richards, the Manager of the Culdee Fell Railway, proposed that "Bearing in mind the scenic attractions of the valley the basis of the Company be broadened to encourage investment from those engaged in the Tourist Industry". This proposal, seconded by Sir Handel Brown, was carried unanimously and met with a good response. The Arlesdale Railway Company was formed as a separate concern to buy up the 10 miles or so of MSR trackbed together with the remaining stations and buildings, and lay a new railway thereon; while the Ballast Company acquired not only the lead

mines, but also a granite quarry at Marthwaite which had just come on the market, and finally called itself the Arlesdale Granite and Ballast Company Ltd.

It was decided that the railway must not only be capable of handling loads of ballast, but that it should also be of a character sufficiently out of the ordinary to attract visitors to the valley and thus bring benefit to hotels and guest houses in the area.

The remarkable revival of the Ravenglass and Eskdale Railway* in Cumbria had impressed the Railway Board, and your Author was able to put the Chairman, Lord Harry Barrane, into touch with the R & E R Management. A close association then began which has continued to this day greatly to the benefit of both railways.

It was the Ravenglass company who told us, in strict confidence, where three locomotives Bert, Rex, and Mike were to be obtained (SRE/11), together with a number of Open and Semi-open coaches (SRE/13). These, it was considered, could serve until we could buy or build more up-to-date stock of our own.

The R & E had abandoned their former ballast and road-stone business, but kindly allowed us to search their records for designs of bogie Hopper wagons (SRE/15) together with a Chute gantry (SRE/7,9) for unloading them quickly and with the minimum of effort.

The Mid Sodor trackbed had been soundly and solidly constructed, and wherever possible their stations and structures were used. Tracklaying therefore went ahead rapidly under the direction of Mr F. Duncan, the General Manager, who is of course the Small Controller in the books. The line was inspected and passed for Opening by Easter 1967, and *Small Railway Engines* records incidents which occurred during the first year of operation.

Many improvements have since been made. The "semi-opens" are now things of the past. They were replaced by closed saloon coaches built at Arlesburgh Works. The "Opens" have, however, been retained and are always popular in fine weather.

Three diesel locomotives have been acquired. The two four wheeled "Listers" are used by the platelaying gangs and for shunting at Arlesburgh; but a 4-C-4 Diesel Hydraulic named "Sigrid of Arlesdale" after a legendary local heroine is always stabled for the night at Arlesdale ready for the service train

which takes employees to their places of work first thing in the morning. A return working every evening takes them home. Sigrid spends the rest of the day at Arlesburgh in by no means inactive standby duty. The most reliable of steam engines sometimes fail, or as more often happens, extra passengers require the provision of a Relief train when no steam engine is available.

The upsurge of traffic since the line opened has been remarkable. So much so that a fourth steam locomotive has already been required. It was designed and built in Arlesburgh Works. The only parts not made at Arlesburgh were the boiler and the cylinder castings. These were constructed at Crovan's Gate to our own specification. The new engine is now in traffic and performs well. It is easily distinguishable from the others by its pale green livery, reminiscent of that once used for a while on the Highland Railway – hence its name, Jock.

The railway's popularity has brought further problems arising from those mentioned above. Unexpected upsurges in passenger numbers requires ability to provide Relief trains. These "extras" upset normal traffic working but have to be sent through with the minimum of delay to avoid spoiling the passengers' enjoyment. This was not always possible under the former system of traffic control. Ravenglass have had the same problem, and have countered it by a system of Radio Control.* They suggested that we adopt their system too, and gave us every assistance. So far, apart from "teething troubles" the system has worked well. It has the conditional approval of the Railway Inspectorate. The Small Controller has however no doubt of the final outcome. He is looking forward to the day when other railways in the Island are recommended by the Inspector to follow Arlesdale's lead.

ARLESBURGH WEST (E2)

For notes on the town see the chapter above on the NWR Arlesburgh Branch Line. The following comments concern the Arlesdale Railway station only. It is illustrated in *Small Railway Engines* (SRE), and *Oliver the Western Engine* (OWE).

The Mid Sodor Railway (closed 1947), had two stations here; one at Bridge Street (E3), convenient for the town, and the other at Harbour, used by their Boat Trains. By 1964/65, when the Arlesdale Railway was being built, the track between Bridge

Street and Harbour had been overlaid by street widening and other works. Luckily however, Bridge Street had escaped and the Arlesdale Company were able to acquire it; but they had to build a new line along the town's outskirts towards the NWR's station. Passenger connection between the two railways was provided for by a foot-bridge, and the NWR laid in a standard gauge spur to the Transfer Gantry.

SRE/17,57 shows Arlesburgh West in 1967. Naturally there have been improvements. The single platform on the south side has been supplemented by another on the north side of the station. This was found somewhat bleak and comfortless until a wall behind its whole length was erected together with a platform canopy giving much needed shelter in blustery weather.

The Transfer Gantry is shown in SRE/7,9,13,17 as though it was alongside the passenger station. Strictly speaking, this is incorrect. It is really sited much further to the east, but the artist cannot be blamed, as the poor man was asked to show both it and the station in the same picture. He couldn't do this without using "artistic licence". It looks very different now. It has no open legs. Dust was the problem. Clouds arose when the gantry was used, so the lower part of the structure had to be enclosed in order to abate the nuisance.

The temporary timber buildings on the south platform remain much as shown in SRE/57, though they too are scheduled for improvement. From right to left, beyond the Refreshment room and Toilet block, stands Mr Duncan's Office (The Small Controller); then comes the Carriage Shop with a line leading into it. Here, coaches and many other things are built and repaired. Behind this is the Engine Shed, a better view of which (from a different angle) is given in SRE/35. This shed, besides housing the steam engines, has a well equipped workshop. The new steam engine – Jock – was built here recently.

The Diesels have a shed to themselves on the opposite (north) side of the line, and nearby is the new Carriage Shed capable of holding all passenger stock under cover.

On the same side of the line, but further west, near the King Points, is a cabin originally built to house the point and signal levers controlling all movements in the station area. This cabin has recently been extended for the use of Traffic Control, and

holds the Radio Transceiving apparatus necessary for this purpose.

ARLESBURGH (BRIDGE STREET) (E3)

The site of this station, though not marked on the 1983 map, can easily be found where the road comes south from the town bridge to the railway. The Mid Sodor had a level crossing here, now replaced by an over-bridge.

Bridge Street was the Mid Sodor's main station. All except Boat and Ore trains terminated here under an "all-over" timber roof which sheltered the two passenger platforms. An extensive Yard provided space for Goods, Locomotive and carriage sheds. Since these had fallen into decay during the years of abandonment, the Arlesdale Railway demolished the remains, and sold the surplus land. They kept one platform only, that on the town side of their line, and on it erected a wooden hut.

Though the majority of Summer passengers entrain at Arlesburgh West, having been brought by Duck's branch line, nevertheless Bridge Street has a small but regular all-the-year-round local clientele, whose numbers are swelled in Summer by holiday-makers lodging in the town. In consequence the platform has now been lengthened, and the timber shelter replaced by a substantial brick building.

FFARQUHAR ROAD STATION (DE3)

From Bridge Street, eastbound, the line runs between river and road. After one and a half miles a post will be seen standing on the right hand side of the track. This post is some 6ft tall and prominently placed. It is surmounted by a white disc with a scarlet painted rim. Diagonally across the disc is a scarlet zig-zag line. Similar posts are placed 200 yards in advance of every passing loop on the railway. The one described here is for Ffarquhar Road Station. These discs give warning that a passing loop is ahead. On seeing one the Driver, using his Transceiver, calls Control at Arlesburgh West. He identifies his train by giving its Reporting Number, and says where he is. He then drives on into the loop and halts at the Stop Board. Here he reports again and asks for instructions. If the Controller has a train on line coming in the opposite direction (e.g. westbound from Marthwaite), the eastbound train will be told to wait for its arrival. If there is no

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westbound train the Driver will be told to start away once station business is finished. This is the procedure followed at every passing place on the line. Each train whether east or westbound has a reporting number, and is thus readily identifiable. Whereas formerly the Controller knew from the time table where each of his trains *ought to be* at any particular moment, by this method of control he knows where his trains *actually are*, which can sometimes be a very different thing! He is thus in a position to anticipate possible traffic problems, and solve them before they can arise.

Ffarquhar Road station has two platforms. From it a branch line (*not shown on the map*) turns away southward to a former mine in the Hackenbeck valley, now a plentiful source of weed resistant spoil. *The course of the Hackenbeck northward from Ffarquhar towards the Arle is not shown on the-1983 map either.*

In Mid Sodor days the station had one platform which was on the south, or village, side of the line. The passenger shelter was solidly built of granite off-cuts obtained from Marthwaite Quarry. Its roof had collapsed during the years of abandonment, but the main structure had stood up well. Now repaired it continues in service providing yet another link with the former Mid Sodor Railway.

A few hundred yards east of the station the line swings towards the river, and on the right hand side, as it curves away to the north east there stands an old water mill. The illustration on SRE/15 shows Mike passing this mill with a westbound ballast train. Not long ago this mill was ruined and derelict. Undesirable development was feared, so to prevent this the railway company bought the property and let it, at a peppercorn rent, to a conservation group. These enthusiasts have restored it to working order, largely by volunteer labour, and run it during the Summer as a tourist attraction. A charge is made for admission, and this together with the flour, bread and cakes they sell, has enabled them to pay their way for the past three years. The mill is well worth a visit and is ten minutes' walk from the station along a lane (SRE/15 – bottom right) which branches off the main road. The waterwheel is powered by a leat taken from the Arle a mile further up the valley. The millpond, now dredged and watered **Once** more, has been joyfully adopted by innumerable wild fowl, and registered as a Sanctuary.

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MARTHWAITE (D4)

Authorities are divided as to the derivation of this place name, All agree that "thwaite", a word of Scandinavian origin, means "a clearing in woodland", but the first syllable, "Mar", presents difficulties. It has been variously interpreted as referring to Martens which may have lived in these woods, or to Marts or Fairs which may have been held here, in this the mid-point of the valley; but in spite of extensive research over many years no historical basis for either of these interpretations has been found. In consequence your Authors have been led to conclude that the name, like many others in the Island, is of Gaelic/Scandinavian origin, that "Mar" is a contraction of the Manx word "mooar"- "large", and that Marthwaite means simply "the large clearing in the woods". This fits the topography very well, as this side of the valley is still thickly wooded. Apart from the clearing in which the village stands and the broad meadows running down to the river, woodlands extend to Arlesdale Green and beyond.

The village itself is a pleasant one inhabited by friendly hardworking people. Its situation is good, being sheltered on the north by tree-clad hills, and with a southerly aspect across the river. It is well served by public transport, both road and rail, and has deservedly become a popular holiday centre.

The illustration, DLE/41, gives a glimpse of the railway station as it was in the late 1920s, when the Mid Sodor Railway was still open. The platform and station buildings shown are on the south side of the line. Today, under Arlesdale Railway management, these buildings remain in service much as they used to be, but by 1972 another platform had been built on the north side of the loop. For some considerable time Marthwaite, being the mid-point, was the Arlesdale Railway's only passing place. They extended the loop to increase its capacity and avoid congestion, but did not entirely succeed; for sometimes at the height of the season five trains could be seen at Marthwaite waiting to pass each other. Drastic action was needed, and two further loops were laid in. The first, as noted above, was at Ffarquhar Road, and the second in the woods near Arlesdale Green. The provision of these loops has not only improved time keeping and traffic flow, but has greatly increased line capacity as well.

As shown (bottom right) in the picture mentioned above, the Mid Sodor had a spur to a goods loop in the station Yard. From

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this loop a line (*not shown on the 1983 map*), swung away northward to a granite quarry. This quarry is a mile and a half from the village, and approached through a belt of trees. The Arlesdale Railway serves this quarry too, and their line to it is laid on the Mid Sodor's old track-bed.

The Arlesdale Railway have, however, increased the siding capacity of the Yard to accommodate their bogie hopper wagons (SRE/9,15) which are a great improvement on the small open type of wagon used by the Mid Sodor, shown in the bottom right hand corner of the picture of the station.

The granite quarry was at a low ebb in 1966, and the Takeover by the Ballast Consortium (see above, General notes) was hailed with relief by the people of Marthwaite and elsewhere in the valley.

ARLESDALE GREEN (D4)

On leaving Marthwaite the line traverses the belt of woodland for nearly two miles (SRE/29), and it was here that the Fat Clergyman got drenched. This was in 1967, the first year of the railway's operation. Visitors will be glad to know that the Small Controller now takes great care to have all overhanging branches regularly cut back. This is specially important at the new passing loop laid in the woods at the approach to Arlesdale Green. The loop had to be sited here because there was no room for it at the actual station. The line there is on a narrow site and curves sharply to thread its way between two awkward outcrops.

The Mid Sodor Railway had no station here at first; Arlesdale, they felt, was near enough and only after repeated urging did they grudgingly lay a patch of gravel on the line-side for a "platform", and dump on it a nondescript wooden shed to provide an unstaffed Halt. It was so uninviting that few people used it. The "platform" became weed-grown and the hut decrepit.

The story goes that one day a local farmer having attended a sale bought a second hand hen-house. The vendor promised to send it to him by rail on a certain date. The farmer sent a boy to collect it. Arrived at the station the boy loaded up the only hut he could see. Nobody noticed the mistake till the real henhouse arrived a couple of days later!

Your authors are of course aware that stories similar to this one

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have been told in connection with other railways' station buildings but, when on a visit to Sodor recently, they met "the boy's" own son, now in his seventies, who was able to assure them that the incident had actually happened.

With laughter echoing up and down the valley, the Mid Sodor hastily took steps to restore their image. They built a low platform with a gravelled surface similar to their station platforms elsewhere. They provided a station nameboard, too, and a neat corrugated iron shelter (DLE/39). By the time the Arlesdale Railway took over, however, there was nothing left but the weed-grown platform. The shelter had disappeared, having either disintegrated or become part of a potting shed in somebody's garden. The Railway Company contented themselves at first with re-edging the platform, laying down fresh gravel, and erecting a rustic fence (SRE/23).

Now, however, the station has been given a "face-lift". Mr Duncan, the Small Controller, has built himself a house nearby, and improvements to the station reflect its new importance. The platform has been edged with stone slabs, and its gravelled surface replaced by one of asphalt; further, a building of granite off-cuts similar to that of Ffarquhar Road now provides shelter for intending passengers. Rambler roses and other climbing plants adorn the fencing, and the station is, in our opinion, the most attractive on the line.

Incidentally it was at Arlesdale Green that Willie's wool sacks came adrift, spread themselves over the track, and gave Rex an embarrassing accident (SRE/50-53).

ARLESDALE (D4)

On leaving Arlesdale Green the line passes through another short belt of woodland, and alongside an unfenced lane (SRE/25,49) which leads to cottages built by the Mid Sodor Railway for employees. There was a junction here in Mid Sodor days. A spur turned southeast to a mine situated (E4 - top right) in the valley linking Arlesdale with Ulfstead (E4,S). The main line to Cas-ny-Hawin and Peel Godred continued eastward to a station sited at the north end of the village street. This involved a sharpish climb for half a mile as shown on DLE/43. The cottages we mentioned stand in the background of the picture and in the "V" of the junction between the mine spur and the main line.

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DLE/19,45 show the engine shed and station in their better days, while DLE/11 illustrates their run-down condition at closure. The Arlesdale Railway had planned to use the old station, but its dilapidated state after 20 years of neglect (DLE/13) was such that they found it cheaper to build another on a new site. The mine spur was the obvious choice. It passed close to the village and was easily accessible.

SRE/27,39 show the new station as it was in 1967. Two roads led to a turntable. There was only one platform, and a green painted timber shed combined the functions of Booking Office and Refreshment Room. This still remains, but another platform was soon added, together with a third road to the turntable, so that engines could run round even if *two* trains were in occupation.

The mine spur has been slightly diverted, swinging away at the station throat (SRE/39 – centre background) behind the wall on the right of the picture. Having crossed the road it regains the old alignment through the fields on its way to the abandoned mine whose spoil heaps are of such interest to the Ballast Consortium.

The railway station is named Arlesdale, but the adjacent hamlet is The Garth, being only one of the several settlements in the Arlesdale district. The Green has become a residential area, but The Garth is still the place where housewives go when there is serious shopping to be done.

The Garth has two hotels – The Duke, kept by the son of a former Mid Sodor engine driver, and a “mecca” for railway enthusiasts while the Drixon Arms caters for those with other interests.

Outlying farms have intriguing names such as Crinkle Howe, Gummors Ghyll, and Biskey Barrow. These and many others are pleasant objectives for an afternoon’s ramble. Their Farmhouse Teas are famous, and must be tasted to be believed.

Two other places in the area are of such outstanding interest, as to merit special mention. These are Cas-ny-Hawin, and Kirkleas.

CAS-NY-HAWIN (DE5) is approached by a road using the trackbed of the former Mid Sodor Railway but, after passing the Lady Sigrid Hotel (good service but somewhat pricey), it ends at the Sodor Island Trust’s car park where their Shop and Information Centre is situated. The Cas-ny-Hawin Valley has an enticingly easy

entrance but after some way it swings round on itself and ends abruptly in a sheer rock face from which gushes an underground stream – the source of the Arle. It is a geological curiosity about whose origin the pundits have argued happily and heatedly for, years.

It is also a beauty spot, and the tortuous route by which the railway climbed up and through it, is maintained by the Trust as a footpath giving access to many excellent viewpoints. In addition the valley has a place in Sodor history, for it was here that in 1094 **SIGRID OF ARLESDALE** trapped a Norman army more than ten times the size of her own.

The Trust's guide book (50p) gives a good account of the battle, so we need do no more than outline it here. This, the second Norman invasion, had Peel Godred as its objective, and landings were made at Harwick and Arlesburgh. Jarl Sigmund beat off the attack on Harwick, while Sigrid's brother, Jarl Ragnar of Ulfstead, and her husband, Orm, defended Arlesburgh, but could not prevent a large force probing east along the valley towards Peel Godred. Sigrid and her steward, Ketil, had only a scratch army of peasantry, but they knew the ground, and held up the enemy advance by hit and run/hide and seek tactics till finally they lured them into Cas-ny-Hawin where the Norman army, now bottled in, was assailed from all sides, and being unable either to advance or retreat had perforce to surrender unconditionally.

Sigrid's exploit passed into legend, and is commemorated in the parish church.

KIRKLEAS (E4,5), in spite of its apparent remoteness, is still very much the heart of the community. The church stands on a mound which from earliest times has been the meeting place for the settlement of communal affairs, and at which ancient paths and lanes from all parts converge. It is dedicated to St Machan. Legend has it that this was the first place at which he was given kindly welcome, and the beautiful east window, installed some 15 years ago, shows him standing on this mound talking to all who cared to listen.

His 6th Century church vanished amid the 9th Century Viking invasions, but revival began in the 11th. **DUNSTAN'S CHRONICLE** mentions that Edric, the first recorded Lord of Arlesdale,

wooden church here in 1070. His church was burnt by the Normans with many houses and farms in 1094.

Dunstan and the **SIGRID SAGA** both relate that Sigrid built a new church in Arlesdale in thanksgiving to God and St Machan for her victory but the Saga adds:- “. . . she built it strongly of stone . . . she also made a stone, finely carved, in honour of Orm Edricsson her husband slain by Normans at Arlesburgh, and put it in the church . . .”

The Saga continues:- “. . . she (Sigrid) ruled twenty years in Arlesdale then died greatly mourned. . . Edric and Rognvald her sons made a stone in her honour to stand beside their father’s.” A comment made later in a different hand adds ”They stand there unto this day.”

This was not always so. At an unknown date they were removed, perhaps for safety, during the Commonwealth,* and their whereabouts was forgotten till a fortunate accident led to their recovery. They now stand side by side on a table at the west end of the church. Both are house-shaped and of the type made for tombs of chieftains from the 10th Century. Experts are now agreed that they are indeed the stones mentioned in the Sigrid Saga. The smaller of the two (with ”tiled” or perhaps ”shingled” roof) shows on its side two armed groups standing face to face. The right hand group carry Norse type round shields while the others have Norman type pear shaped ones but, beginning with the front rank, they are laying them down in surrender. At one end of the stone is an unmistakably female figure (Sigrid) wearing a bull-horned helmet and holding a sword; at the other is Christ on the cross.

The second stone is larger; it shows more signs of wear and damage, and has a roof of ”thatch”. Along one side is a spirited rendering of Normans and Norse locked in battle. At one end is a man’s bull-helmeted figure (Orm), bearing sword and shield; Christ on the cross is at the other.

For the story of these stones and of the church itself we cannot do better than refer you to the church Guide-book written by the Present Rector, The Rev. Peter Herrey, who is himself an archaeologist of repute.

Round the church are grouped Church Farm, the School, the Rectory, and the Manor House.

The Drixon family is one of the oldest in Sodor. They have

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held the manor of Arlesdale continuously since their ancestor Edric settled here in 1070c. Some 10 years ago, however, Col, Ranald Drixon was forced by the incidence of Death Duties to sell the Manor and retire to a smaller house at The Green.

The Manor House became a hotel, and while extensions were being made, the footings of a Norse-type Hall and ancillary buildings were discovered. These are now cleared and on view, Since Orm Edricsson undoubtedly lived here it seemed appropriate to rename the hotel "TheOrmstead". The service is good, prices moderate. It can certainly be recommended.

PART III

PEOPLE and HISTORY

People and History

ARNOLD OF CRONK, The Chronicle of

Written in Latin about 1405; but the author, a monk of Cronk Abbey, plainly had access to earlier sources, many of which have not survived. He tells of the foundation of Cronk Abbey in 1150, and of Wellsworth Nunnery in 1160. The Resistance Period from 1263 is described though not in detail, and the chronicle ends with the cession of Sodor to Henry IV,* and the appointment of the Abbot of Cronk as joint Governor of the Island with Arnold de Normanby, Earl of Sodor. A careful compiler, but naturally more concerned about ecclesiastical than secular affairs.

(The Chronicle was found among the Cronk Abbey papers by CANON DRESWICK. Now in the Island Records Office, Suddery).

BRENDAN, ST. See Saints.

BROWN, SIR HANDEL I (1875–1950)

Principal landowner in the Hawin Dooiey valley (EFG 8,9,10).

He was Liberal MP for Sodor East from 1910–1929, and again represented the constituency from 1931–1936 as a National Liberal. He was created Baronet in the New Year Honours of 1937 in recognition of "outstanding public service."

A few years after inheriting his property from his father in 1901 he was disturbed to learn that once the copper in Ward Fell (FG 8) had been exhausted, the Crovan's Gate Mining Company proposed to close down, throwing his tenants out of work. He finally bought the Mining Co. out in 1909, closed the copper mine, but kept the slate quarry and railway open. They proved profitable till 1924, broke even for some years, and thereafter ran at a loss, but he was determined to keep them open during his lifetime for the sake of his people "whatever it costs me."

These are "the lean years" mentioned in the Skarloey Railway

chapter. There was little money for maintenance and repairs, and it could not have been done without the devoted help of Robert Sam, Sir Handel's Manager, and David Hugh, his Foreman. Robert's son, Peter, is now the Thin Controller and David's son, Ivo, is the Mr Hugh mentioned in the books.

Sir Handel died quietly at his home in Cros-ny-Cuirn in November 1950. His wife Dorothy, whom he had married in 1920, survived him for a few years. Their son, Handel Lloyd, was born in 1924.

BROWN, SIR HANDEL II (1924–)

"The Owner" in the books. It was he who named engine No. 3 Sir Handel in memory of his father, Sir Handel Brown I. For further details see **SKARLOEY RAILWAY**.

COLDEN, MICHAEL (1491–1565)

Abbot of Cronk 1531/40; Bishop of Suddery 1540/65.

A wise and far seeing man who deserves great credit for his handling of the diocese during a very difficult period. He had read the signs of the times and had come, reluctantly, to the conclusion that reform was inevitable. He discussed it at length with his friend, **SIR GEOFFREY REGABY**, and both were agreed that though reform was desirable they would not allow the new ways to be forced on those who, in conscience, held to the old, nor would they allow such people as these to be harassed or persecuted.

They were aware of King Henry's* wishes and also of Thomas Cromwell's* thievish plans, and were determined to ensure that the former Abbey revenues were retained for the benefit of the Church and the Island, and not filched away by Cromwell's rapacious friends.

To this period – 1540 onwards – belongs the foundation and endowment of schools, churches and parishes where most greatly needed in the Island, and in these many of the former brethren of the Abbey, both lay and clerical, found employment.

Their policy of "no pressure" ensured that through the protestant reign of Edward VI* relations between the Church of England and Roman Catholics were uniformly good, and the Roman Catholic reaction which swept horrifically through England during Queen Mary's* reign touched Sodor hardly at all.

Bishop Colden died in 1565, but his policy was continued by his

successor, Timothy Smeale, and R.C.s continued to attend their parish churches. It was only after Pope Pius' Bull of 1570* which excommunicated Queen Elizabeth I* that some felt, reluctantly, that they must become recusants and worship separately. They made it clearly understood, however, that while in matters of religion they could not accept Queen Elizabeth as Head of the Church, this in no way affected their loyalty to her as Head of the State.

For the most part, however, the policy of "no pressure" begun by Bishop Colden and continued by his successors, had excellent results so that by 1600, when the older generation had died out, their children naturally gravitated to C. of E. and there remained with no ill feeling on either side.

See also:

REGABY, SIR GEOFFREY, page 111

ABBEY, page 23

SUDDERY, page 27

CROVAN, GODRED* See GODRED II*

DRESWICK, THE REV. CANON NICHOLAS (Historian).

Born, Maron Vicarage, 1863.

Ordained, Suddery Cathedral. Deacon, 1886; Priest, 1887.

Curate, Peel Godred, 1886/88.

Chaplain, Cronk Abbey, 1889/91.

Vicar, Ulfstead, 1891-1901.

Married, 1894. Joanna, daughter of Lt. Gen. Sir Edward Drixon

K.C.B. of Arlesdale Manor. 2 sons: Edward Nicholas (Capt.

Sodor Regiment), b. 1895, Killed in Action 1918; Peter, The

Rev. (late Vicar of Arlesburgh), b. 1900, d. 1973. 1 daughter,

Nicola Joan. b. 1897; d. (unm) 1952.

Vicar, Killaban, 1901/19; Kellsthorpe, 1919/35.

Canon, Suddery, 1920/35.

Died, Kellsthorpe Vicarage, 1935; buried in Suddery Cathedral.

Canon Dreswick's *History of Sodor*, 4 Vols. (Chatter & Windows, Suddery, 1899-1912), is the standard history of the Island, and still recognised as a masterpiece of scholarship and research. Its bulk makes it appear somewhat daunting; but it is written with such lightness of touch and subtle humour as to grip the general reader.

Work began in 1889 during a period of convalescence at Cronk Abbey following a severe illness. Nicholas Dreswick with his cousin and host ALBERT REGABY, explored the Abbey Library together and were disappointed to find little information about Sodor's history. They determined to supply that want. Nicholas agreed to undertake the writing if Albert, who had useful friends all over the island, would be responsible for research.

The first volume appeared in 1899, and was widely acclaimed. The work was easier thereafter, subsequent volumes coming out at approximately three-yearly intervals.

Canon Dreswick took the greatest possible care to check and recheck his sources. An archeologist of note, he was often able to verify documentary evidence by the results of his own "digs" (See below, SIGRID SAGA). He was a Founder Member of The Sodor Historical and Archaeological Society, of which for some 10 years he was Secretary, and latterly President. Many of the papers he read before the Society were re-issued in booklet form; notably:- *Sigrid of Arlesdale: a legend substantiated, Norse churchyard crosses, with particular reference to that at Crosby*, and *The Royal Tombs at Peel Godred*. The latter paper is, regrettably, out of print. A further edition is urgently called for.

DUKE OF SODOR See EARL

DUNSTAN'S CHRONICLE

Dunstan was a young monk from Peterborough who in some way, not explained, became involved with THORKELL'S band of Housecarls on their march north to Stamford Bridge in 1066. He remained with Thorkell after the battle, tending the wounded and acting as Chaplain. He came to Sodor with Thorkell's party.

He modelled his work on the *Anglo Saxon Chronicle*, and wrote in that language. It extends to 1105 when, presumably, the author died. So far it is a valuable source of information about Thorkell not given in the OGMUND SAGA; but the continuation in another hand which ends in 1150 is less full and somewhat carelessly compiled.

(Found by Lord Harwick among the Kellson family papers. Now in the Island Record Office, Suddery).

EARL OF SODOR, The (Generally known as "Our Duke")
There is, in fact, no Duke of Sodor. The honour of Earl of

was conferred by Henry IV* on the last REGENT, Sir Arnold de Normanby, who had assisted the King's troops commanded by Sir Peter de Rigby, in expelling the Percy* garrisons from the Island, in 1404.

The Earldom was extinguished by Attainder in 1715; but on the conclusion of his first term of office as Lieut. Governor in 1873, Her Majesty Queen Victoria was graciously pleased to respond to popular petition, and restore to John Arnold Norramby the Earldom of Sodor and the estates of Ulfstead Castle of which his ancestor had been deprived, and which had in consequence reverted to the Crown.

The Earls of Sodor have always been active on the Council of the Duchy of Lancaster,* and since there is no Duke of Lancaster, Sudrians affectionately refer to the Earl as their "Duke".

John Arnold Norramby (1822-1894) Earldom of Sodor restored 1873. Promoter and Chairman of the Mid Sodor Railway. Presented the Company with an engine which they named in his honour, and which is now restored and running on the Skarloey Railway.

Henry John Norramby (1854-1915) Earl of Sodor 1894-1915.

Charles Henry (1883-1941) Earl of Sodor 1915. Served throughout WWI in The Sodor Regiment. Retired with rank of Lieut. General.

Robert Charles (1918-1943) Earl of Sodor 1941. Killed in action North Africa. Lieut. Col. Sodor Regiment.

Richard Robert (1940-) Earl of Sodor 1943. Succeeded as a minor. When Mid Sodor Railway closed he was aged 7. When he opened the Skarloey Railway Lakeside Loop Line (VOE/52-57) he was 25. When "DUKE" was found he was 29.

FAT CONTROLLER, The See HATT, SIR TOPHAM

GODRED I* See ORRY, KING

GODRED II, * KING (1079-1095) of Sodor, Man, The Isles, and Dublin. He is sometimes called CROVAN because of his custom of wearing white leather gauntlets in battle.

Godred was born in Iceland in 1045. His father HAROLD THE BLACK* had taken refuge there when THORFINN THE MIGHTY,* Earl of Orkney, had expelled him from Sodor and Man.

Thorfinn had appointed a puppet King named Fingall* in Harold's place; but Fingall was acting the tyrant, and Sudrians began to want Harold back. They sent Sigurd of Cronk in 1056 to find him. On arrival in Iceland however he found only Gerda, Harold's widow, and Godred, his eleven year old son, who sailed for Sodor with Sigurd. There Sigurd became Godred's foster-father rearing him with OGMUND his own son. Later Sigurd married Gerda. They had one son, SIGMUND. Both boys became Godred's close friends.

Thorfinn died in 1065, and Godred, with Sudrian backing, claimed his father's Kingdom. He appealed to Harold Hardrada,* King of Norway, fought on the Norwegian side at the battle of Stamford Bridge,* and was taken prisoner by THORKELL OF NORWICH. He promised Thorkell lands in Sodor, by way of ransom.

With the collapse of Saxon resistance in England, Thorkell crossed over and was settled at Kellsthorpe. With Sodor now secure under Ogmund and Thorkell, Godred began his conquest of the Isles. This was completed in 1075,* and a period of consolidation followed. Finally in 1079 his conquest of Dublin* left the way open for an invasion of Man culminating in the Manx surrender at the battle of Skyhill* during which, to Godred's lasting grief, his foster brother, Ogmund, was killed.

Godred Crovan ruled from Dublin. His dynasty lasted in Man, for nearly 200 years.* It is generally believed in Man that it was he who established Tynwald* and the House of Keys.* There is however, evidence in the Ogmund Saga pointing to their existence during the reign of Harold the Black,* and KING ORRY (Godred I) is named as founder.

The first Norman invasion in 1089 was routed at Crovan's Gate. The second came in 1094, being timed to take advantage of Godred's illness; but SIGRID of Arlesdale's victory at Cas-ny-Hawin put a decisive stop to that.

Godred died in 1095* and was buried at his own request on Islay.*

HANDEL BROWN, SIR See **BROWN**.

HARALD, THE BOOK OF SIR

Sir Harald Marown was the first Regent of Sodor.

This document is more of a Saga than a book or a chronicle. It

an epic poem in which the bard has highlighted only certain parts of his hero's life in order to achieve the greatest dramatic effect.

Sir Harald's birth - his youthful exploits - his knighting - his election as Regent - his successes as a Resistance leader - his death trying to save a comrade: in all this there is the customary poetic exaggeration for effect. Nevertheless the account, where it can be checked, has been found reliable. In it are repeated references to a "Secret Sanctuary", now identified by archaeological research as Skarloey. See also below, **REGENCY**.

(Found in 1951 at Ulfstead Castle. Now in the Island Record Office, Suddery. On loan by courtesy of the Earl of Sodor.)

HAROLD THE BLACK* (King of Sodor & Man 1014-1034)

Harold (later nicknamed The Black on account of the colour of his hair and beard), was 2 years old when Sigurd, Earl of Orkney,* sailed south in 989 to invade Sodor & Man for the third time. The battle was fought on Man.* Harold's father, Godred I (**KING ORRY**) was killed, and Harold's mother fled with him and his sister to Islay.*

In 1014 however, Sigurd fell at the battle of Clontarf* in Ireland. **THORFINN**,* Sigurd's heir, was only a babe in arms. Harold, seeing his opportunity, claimed Sodor & Man, and ruled 20 years before Thorfinn was able to drive him out. Harold's son was killed in the battle,* but Harold escaped to Iceland* where he married again in 1044. A son, Godred,* was born in 1045; but Harold did not long survive. He was killed in an affray in 1047.

HATT, SIR TOPHAM Otherwise known as The Fat Controller

Note There are two gentlemen of this name - father and son. Further, since both appear frequently in the "Engine Books" and elsewhere in this volume we need only give here information not otherwise available.

SIR TOPHAM I (1880-1956)

Topham Hatt was apprenticed at Swindon Works at the age of 14. There he seems to have struck up a friendship with W. A. Stanier.* He came to Sodor in 1901, joining A. W. Dry & Co at Tidmouth. On their recommendation he became Engineer successively, to the Tidmouth Knapford and Elsbridge Railway in 1909, the Tidmouth Wellsworth & Suddery in 1912, and the North Western Railway on its formation in 1914.

On the N.W.R. he rose to be General Manager in 1923, Managing Director in 1936, and on Nationalisation in 1948 he was created a Baronet on his appointment as Chairman of the Regional Executive. It is no exaggeration to say that the present prosperity of the Region is almost entirely due to his initiative and resource.

In 1953 when The Queen visited Sodor in Coronation year (GBE/61) he had the honour of welcoming her to Tidmouth having been previously presented to Her Majesty by Viscount Harwick, the Lt. Governor, who was also his son-in-law.

He retired in 1954, and died at Wellsworth in 1956.

In 1910 he had married Jane, sister of Mr (later Sir) **HANDEL BROWN** of "The Rowans" Cros-ny-Cuirn. They had two children: Barbara Jane. Born 1911; Married in 1938: Henry Regaby, Viscount Harwick.

Charles Topham. Born 1914. (See below).

HATT, SIR TOPHAM II (Born 1914)

Charles Topham Hatt was educated at the Abbey School, Cronk, and from there went to Crewe as an Engineering Pupil under Mr W. A. Stanier.*He was therefore at Crewe when Henry was sent for rebuilding in 1932(HGE/26,29),after the accident at Killdane.

In 1937 Mr Stanier recommended him for railway service overseas; but he returned in 1939 to enlist in the Royal Engineers, and served with them throughout World War II.

He married in 1940, Amanda, daughter of Mr Jabez Croarie of Ffarquhar. They have two children:

Stephen Topham, born 1941, and Bridget Amanda, born 1943.

(Both children are mentioned in **TOBY/8-15.**)

Demobilised in 1945 with the rank of Colonel, Charles Topham spent a further period overseas before returning in 1952 to become Chief Mechanical Engineer at Crovan's Gate and general assistant to his father, who was by then beginning to feel his age. His father retired in 1954, and Charles Topham succeeded to his position. He inherited the Baronetcy in 1956.

It was Sir Topham II who in 1955 began the Knapford Harbour Improvements planned by his father (PSE/24,36,37). In 1965/66 he reopened the Arlesburgh Branch (EE/56,57; OWE/passim), proposed the Ballast Consortium (SRE/3,4,5,) and the building of the Arlesdale Railway.

Sir Topham II retired in 1984. His son Stephen is now The Fat Controller, but we trust that it will be many years yet before he becomes Sir Topham Hatt III.

KINGDOM OF SODOR (1099-1263)

After two unprovoked invasions, Sudrians had come to regard Norman England as the arch-enemy to be resisted at all costs. When therefore following **GODRED CROVAN'S*** death the Regency at Dublin*decided, with Manx approval, to send Olaf* (Godred's child heir) to be brought up at Henry I's court,* Sudrians took a very poor view of this and decided to break away.

Their move was approved by Magnus Barfod,“ King of Norway, whose fleet, deployed in the area, was sufficiently intimidating to prevent any reprisals from Dublin.

SIGMUND was elected the first King of an independent Sodor. He was crowned at Peel Godred, but chose to make Cronk his capital. He reigned till 1116 and was succeeded by his son Gunnar. Sigmund's dynasty ruled in Sodor for some 160 years till in 1263 both King Andreas and his son Peter were killed in battle against Alexander III*of Scotland, at Largs.*

Peter, aged 23, left no legitimate heir. The Scots claimed Sodor and invaded. The Sudrians fought them off, but the Scots were but one of Sodor's predatory neighbours who had designs on the Island. The next 140 years or so are known in Sodor history as the **REGENCY** or the **RESISTANCE**.

LUOC, SAINT

A 5th Century Irish missionary ofthe "St Patrick school". Legend has it that he and his companions set out for the Isle of Man in coracles. Luoc fell asleep and was blown off course. He woke to an empty sea, but standing up he saw land on the horizon. He pointed his staff towards it, and was brought miraculously to shore in Suddery Bay. (H5)

Seeing him to be quite unarmed and fearless the natives treated him kindly. They helped him build a Keeill (a chapel and a cell or hut in which to live). He preached to them with considerable acceptance. A church – later enlarged – was built on the site, and visitors are shown the surviving stonework of St Luoc's Keeill in the crypt of Suddery Cathedral.

The city's Coat of Arms perpetuates the legend of his arrival, The saint is shown arrayed as a bishop in cope and mitre standing in a coracle holding a crozier.

The city's motto is *Luoc Sodoris Lux* (Luoc the light of Sodor).

MACHAN, SAINT (Pronounced Matshan)

The chief missionary work in Sodor was done by men of "The Iona School", who arrived at different times during the 6th Century. Saints such as **ABBAN**, **BRENDAN**, **RONAN** and others settled in more populated areas in the South. St Machan was, however, of a more solitary turn of mind. He landed at Arlesburgh and after spending a few months in Arlesdale, chose a cave on a mountain in the north. He stayed there for the rest of his life and established a great reputation for wisdom and sanctity.

People came to him from far and near. He baptised his converts in the lake which bears his name, and the mountain on which he lived came to be known as Culdee Fell – the hill of the Holy Man.

A persistent legend tells of a Viking Warband which landed at Hanvick and pressed on up the valley in search of plunder. St. Machan saw them from his mountain, and went to meet them. He was quite alone but so utterly fearless that they stopped. He spoke to such good purpose that their leaders were converted and baptised there and then in the lake.

There is some doubt about this legend. St. Machan arrived in the middle of the 6th Century, and Viking raids did not begin until the 8th; but the islands were continually being harried, and the raiders met by St Machan need not have been Norsemen.

Be that as it may, Sudrians cherish this legend and have adopted St Machan as their patron Saint. His cave became a place of pilgrimage and a rallying point in times of stress. For instance, while in Man the church was wiped out during the Norse invasions, the Faith was never quite extinguished in Sodor. The church survived in remote places with St Machan's cave as its focal point. Again, during the Great Rebellion*when Cromwell's troops over-ran the south, loyal Sudrians, led by **BISHOP LANCELOT QUALTROUGH**, retired to the hills. St Machan's Cave became their pro-Cathedral and the Roundheads were kept at bay. In spite of every effort they could never capture the centres of resistance at Ulfstead, Peel Godred, and Culdee Fell.

OGMUND, Jarl and the OGMUNDSAGA

Ogmund (1043-1079) was the only son of Sigurd of Cronk and his wife Helga. Once Sigurd had returned from Iceland with young GODRED CROVAN and his mother Gerda, the two lads were brought up together first as foster brothers, and later as step brothers when on Helga's death Sigurd married Gerda.

Sigurd was the leading man in Sodor at the time and on his death in 1063 Ogmund succeeded to that position.

By that time THORFINN'S power was waning and just as Sigurd had trained him to do Godred set about regaining his father's former kingdom, leaving Ogmund as his trusted Lieutenant (or Jarl) in Sodor.

It was in this capacity that Ogmund welcomed THORKELL OF NORWICH and his men in 1067, and settled them in Kellsthorpe, Ulfstead and elsewhere, and with their aid he squeezed the last of Fingall's* soldiers-from the Island.

With Sodor secure Godred could continue his conquest of the Islands, Dublin, and finally Man at the battle of Skyhill' in 1079. To Godred's lasting grief Ogmund fell in the battle, and the Ogmundsaga was first sung in its entirety at his funeral wake.

It not only describes the hero's life and deeds, but traces his warrior lineage through those of his father Sigurd, to those of his namesake grandfather Ogmund, a battle-comrade of King Orry, GODRED I.

The original Saga ends with Ogmund's death; but there is a continuation of later date which implies later events such as the defeat of the Normans (1089 and 1094) and Sigmund's accession to the throne of an independent Sodor.

The Saga provides a valuable check on Irish and Manx accounts of the period and where they differ we need have no hesitation in following the Ogmundsaga.

Written in old Norse, unhappily parts of it are now illegible.

(Found by Albert Regaby, Lord Harwick, at Peel Godred. Now in the Island Record Office.)

ORRY, KING*

Godred MacHarold, known in Sudric legend as King Orry, and in the OGMUNDSAGA as STARSTRIDER. King of Sodor and Man 979-989.

A younger son of Harold, Danish King of Limerick,*he took

advantage of a defeat of the Norse by the Irish to go a-viking. He harried Wales, then sailing north landed at a creek near Jurby, Isle of Man, on a starlit night.*

To the wondering natives who were familiar with fair haired Norse but not with dark haired Danes, he pointed to the stars reflected in the water. "There," he said, "is the path running from my country to this place. That is my road to fame and fortune."*

Starstrider had arrived.

Godred, or Ree Gorree as they called him, beat off all invaders, and gave Sodor and Man ten years of peace and security, a longer consecutive period than any remembered before. It is therefore hardly surprising that in the turmoil of subsequent years his reign should be remembered as a Golden Age. In Sodor, if not in Man, he is remembered as King Orry.

Earl Sigurd of Orkney* brought his longships south to reclaim the islands. King Orry beat him off twice; once in Man in 982,* and again in Sodor in 984 at a ford now replaced by a bridge which bears his name (D6). Peel Godred is named after him too, for he turned the hill-top village into a stockaded town, and made it his capital in Sodor.

Sudrians were to regret their failure to kill or capture Sigurd during the battle of 984. Five years later he returned with overwhelming force. In a battle fought on Man,* Godred and his two elder sons were killed; but his wife, a Manx girl, his daughter Gudrun, and his youngest son HAROLD* escaped to Islay.*

QUALTROUGH, LANCELOT (Last Bishop of Suddery) (1614-1703)

Born 1614. Eldest son of Hector Qualtrough, Vicar of Kellaby (H8). He was made a Canon of Suddery Cathedral in 1642. In 1647, on the death of Bishop Jacob Lambert, the Cathedral Chapter met and elected Qualtrough Vicar of the diocese ". . . until the King's pleasure may be known". Prince Charles* reply eventually arrived from Holland in 1649 with the "Congé d'élire" and Lancelot Qualtrough was consecrated Bishop in St. Machan's cave, which by then had become pro-Cathedral for the diocese.

Bishop Qualtrough was young, but this was no disadvantage. He shared the hardships of life in the hills with his people. He gained their respect and affection and held their regard for the rest of his life.

King's man though he was, he resisted James II's* attempts to meddle in Church affairs (the satire *Treason Enthroned*, which appeared at this time is generally attributed to him), and if Mary* had come to the throne alone he would have accepted the deposition of James II, and the revolution of 1688.*But William* had no claim to the throne at all, and in Bishop Qualtrough's view he was a rank usurper. The Bishop maintained this openly and often, and was one of the first Non Jurors to go.

Though he was deprived of his Office, neither William nor the Archbishops dared harass Lancelot Qualtrough further. He lived in retirement, ostensibly Curate of the small parish of Balladrine (H7) near Suddery, but in reality he was treated by all as Bishop in everything but name. William III knew this, but neither he nor the Archbishops dared to risk a "showdown". If they *had* forced the appointment of another bishop they very well knew *to which of them the diocese would adhere*.

On Bishop Qualtrough's death in 1703 the diocese was reunited with that of Man under Bishop Thomas Wilson.*

REGABY, ALBERT 6th Baron, and 1st Viscount Harwick (1864-1947)

Eldest son of Frederick Regaby, the 5th Baron. Albert succeeded to the Barony and the Cronk Abbey Estate in 1886.

His tastes were literary and he added judiciously to the historical side of the Abbey Library. He also played an important part in encouraging his cousin, the REV. NICHOLAS DRESWICK, in the preparation of his definitive *History of the Island of Sodor*, 4 Vols. (Chatter & Windows, Suddery 1899-1912).

This work lays great emphasis on the importance of Sodor as an outpost in the direction of Ireland. Albert Regaby always maintained that his gift of a copy of that work to the then First Lord of the Admiralty was the deciding factor leading to the formation of the North Western Railway Company in 1914.

He was Chairman of the N.W.R. from 1915 to 1934, in which year his peerage was advanced to a Viscounty on his retirement.

He died in 1947 at Cronk Abbey, and was succeeded by his son Col. Henry Regaby M.C., D.S.O., the present holder of the title.

REGABY, SIR GEOFFREY (1501-1563)

A younger son, he went to London to make his way. He entered

the service of the Earl of Sodor, and in that capacity came to Court and attracted the notice of King Henry VIII* who soon came to appreciate his ability and wide knowledge of Sudrian affairs. He was able to do the King an important service for which he was knighted and made Privy Councillor.

He returned to Sodor in 1540 as Lieut. Governor and King's Agent with orders to put into effect the Act of Suppression* of that year. He was able, in spite of the efforts of Cromwell's* repacious friends to discredit him, to carry through the Dissolution of Cronk Abbey and the establishment of the new diocese of Sodor with minimum disturbance and maximum benefit to the Island. In this he had the co-operation of his friend MICHAEL COLDEN, the last Abbot of Cronk and first Bishop of Suddery.

Sir Geoffrey succeeded to the family property in 1547 on the death of his elder brother, Peter; but he had already established himself in part of the Abbey, and this thereafter became the chief family seat.

In co-operation with Bishop Colden, such Abbey revenues as were not needed for the endowment of the Bishopric were used to found and endow schools, new churches and parishes in various parts of the Island. Here dispossessed brethren from the Abbey, both lay and clerical, were able to find employment. Sir Geoffrey also whole-heartedly supported the policy of "no pressure" advocated by the Bishop, and firmly suppressed all attempts by fanatics and others to persecute those who were slow or unwilling to conform.

Thus, in spite of the "protestant zeal" displayed elsewhere during the reign of Edward VI*, relations in Sodor between C. of E. and R.C. were uniformly good, and in consequence the R.C. reaction under Queen Mary' was hardly felt.

Sir Geoffrey married late in life. His one surviving son, Harold, born in 1546, became Bishop of Suddery (1594-1607).

See ABBEY (Peel Godred Branch)

REGENCY, THE or THE RESISTANCE PERIOD (1263-1404)
With the death of King Andreas and his son at the battle of Largs,* the direct royal line failed. Various claimants came forward, but in view of the Scottish menace it was ability rather than royal descent which was required.

The best choice was Sir Harald Marown. His claim to the throne was weak, and he was too scrupulous to accept more than election to the Regency until a better qualified claimant should appear. None did, and Regents continued to be elected to lead the Resistance against the Scots and any other power attempting occupation of the Island until 1404.

In 1263 Alexander III*claimed Sodor, and in 1267 he bought Man from its last King.*Man then became a part of Scotland, but Sodor would never submit. During the power struggle between England and Scotland (1290-1333), the Islands changed hands according to which contestant was uppermost at the time. Edward III* finally annexed them in 1333, and gave them to the Montacutes* who fifty years later sold them to William le Scrope.* Henry IV* beheaded Scrope in 1399,* and gave them to the Percy family.*

It is to be noted however that ever since the Scots had attempted it, annexation of Sodor did not imply possession or even occupation of the whole island. It usually meant that the new so-called owner had a large scale rebellion on his hands. The triangle formed by Brendam, Cronk and Rolf's Castle was usually occupied, but the inhabitants as a whole had a disturbing habit of retiring into the hills and coming out in strength at awkward moments. They farmed the lowlands by preference, but could live tolerably well by hill farming if they had to. The alternative of hard knocks for small gain soon made changes in the ownership of Sodor more nominal than real.

The Percys had the same experience as all the rest, but it did not last as long, for as a result of their rebellion in 1404,*Henry IV gave Man to the Stanley family.* Sudrians had never acknowledged the Percys and had given them the same "unwanted visitor" treatment accorded to all others. They cheerfully joined with Henry IV's forces in expelling Percy garrisons under the leadership of Sir Arnold de Normanby, their Regent. **SIR PETER DE RIGBY** was Henry IV's commander, and during the campaign he and Sir Arnold developed a considerable liking and respect for each other.

On Sir Arnold's surrender of both the Island and his Regency, Henry showed wisdom in following Sir Peter's advice, and recommitted its government to those who, effectively, had had it before. These were Sir Arnold and the Abbot of Cronk. Both were

Sudrians, both were honourable men, and both shared Henry's own mistrust of the Stanleys.

It was still touch and go however whether Sudrians as a whole would accept the New Order, until Henry's stroke of genius turned the scale. He created Sir Arnold **EARL OF SODOR**, thus showing Sudrians that he respected their former Regent, and that through him he appreciated their patriotism and their worth. It was this gesture which brought the Resistance to an end, and attached Sodor to the English Crown.

RIGBY, SIR PETER DE

A mainlander, a knight in Henry IV's* service. Sent by Henry as an emissary to negotiate with Sir Arnold de Normanby, the last Regent of Sodor for joint action against the Duke of Northumberland's forces in the Island. He was favourably impressed by Sir Arnold, and placed himself and his army under the Regent's command.

When the campaign was over, it was largely due to Sir Peter's recommendation that Sir Arnold was appointed Governor, and raised to the peerage as Earl of Sodor.

Sir Peter did not abuse his position, which as Henry's representative on the Island was one of considerable importance. As a result he was liked and trusted.

He married a widow with a small property and settled in Sodor, thus becoming the ancestor of the Regaby family who have played a considerable part in Island affairs.

SAINTS, OTHER:

ST ABBAN

A 6th Century missionary of the Iona School. Like Luoc he landed in Suddery Bay, but on the eastern shore. His name is perpetuated at Killaban (H6) and also at Kellaby (H8). Doubtless he made these two places his headquarters.

ST BRENDAN

Little is known of this 6th Century missionary. It is likely that he did not stay long on the Island or penetrate deeply. Only one church is dedicated to him – that at Brendam (IJ5) on the extreme south of the western shore of Suddery Bay.

ST FINAN

The churches at Ffarquhar (EF4) and Norramby (G12) are dedicated

to him. Bede" in his Ecclesiastical History" says he came from Iona and succeeded St. Aidan* as Bishop of Lindesfarne 651c. It may be possible, therefore, to assume that he visited Sodor on his way to Northumbria.

ST RONAN

Probably arrived at the same time and in company with St. Abban, but would seem to have travelled more widely. The church at Kirk Ronan (J8) is dedicated to him, also that at Maron (G5).

SIGMUND (1061–1116) Viceroy 1079–1099; King of Sodor 1099- 1116.

Sigmund was stepbrother to both Jarl Ogmund and Godred Crovan*. On Ogmund's death at the battle of Skyhill he took his place as Viceroy of Sodor.

He married THORKELL'S daughter, Gertha, in 1084, and they had two sons Gunnar,-born in 1085, and Ogmund, born in 1089.

His prompt action in bringing up re-inforcements ensured Godred's victory over the Normans at Crovans Gate in 1089. In 1094 when they invaded yet again, he beat off their attack on Harwick, marched to the relief of Arlesburgh, and thence to Cas-ny-Hawin where the presence of his forces was sufficient to complete SIGRID'S victory and enforce the Normans' unconditional surrender.

Godred Crovan died in 1095. His son and heir, Olaf,* was a child. Dublin therefore appointed a certain Dugald* to be Regent in Sodor & Man. Sudrians were satisfied with Sigmund, and saw no reason for Dugald's interference. They ejected him forcibly. This was understandable in view of Dugald's previous behaviour in Man;* but they also ejected Dugald's replacement. A certain coolness in relations between Dublin and Sodor resulted. The break came however in 1099 when Dublin decided to send young Olaf to be brought up at Henry I's Court in Norman England." The Normans were their arch-enemies, so Sudrians rebelled, set themselves up as an independent state, and elected Sigmund as their King.

Magnus Barfod,* King of Norway, approved this move, and by deploying his fleet off Dublin and Man ensured that Sodor's secession was accomplished peacefully.

Sigmund was crowned at Peel Godred, acknowledged the

overlordship of Norway, and chose Cronk as his capital. He died in 1116 having established a dynasty which lasted for some 160 years.

SIGRID SAGA, THE

Sigrid was the daughter of Ulf, who was one of THORKELL'S trusted lieutenants (See ULFSTEAD, p.39). JARL OGMUND, had also in 1067 given Edric, Ulf's friend and battle comrade, the Lordship of Arlesdale. In 1081 Sigrid married Orm, Edric's son, and on Edric's death in 1090 they succeeded to the lordship.

The Saga calls Sigrid "... a lady wise and brave . . . as skilled with sword and bow as many a man . . . a worthy helpmate to her valiant lord . . .". It goes on to describe how, following Orm's death while defending Arlesburgh against Norman assault in 1094, Sigrid finally defeated the invaders by a brilliant rearguard action at Cas-ny-Hawin.

The Saga is in 11th Century Sudric, and is a transcription from memory of the Epic composed by Sigrid's harpist after the battle. It was a popular theme and many times repeated, for in addition to the battle it describes how Sigrid, as a widow, ruled Arlesdale wisely and well for 20 years restoring the devastation wrought by the Normans, and building a church of stone in thanksgiving to God and St Machan wherein she placed a memorial to her husband, Orm.

Sigrid died, much mourned, in 1114. The Saga was found in 1893 by Canon Dreswick among the Ulfstead Castle papers. Making due allowance for poetic exaggeration customary at the period, CANON DRESWICK has proved by reference to DUNSTAN'S CHRONICLE and his own archaeological research, that the Saga is basically reliable as a historic document. (See the chapter on the ARLESDALE RAILWAY – Cas-ny-Hawin and Kirkleas.)

(It is at present on loan to the Island Records Office by courtesy of The Earl of Sodor.)

STARSTRIDER, See ORRY, KING

THORFINN THE MIGHTY,* Earl of Orkney & Shetland (1014-1065)

Thorfinn was the greatest of the Norse Earls. He inherited his Earldom as a babe in arms when his father, Sigurd the Stout,* was killed at the battle of Clontarf in 1014.*

Thorfinn's minority was a time of disruption, but by 1032 he had set about bringing his earldom into order again.* Further he extended his "empire" to include not only the Hebrides, Dublin, Sodor and Man, but western and northern regions of Scotland as well.*

His sons Erland* and Paul* ruled the earldom jointly after his death, but were unable to prevent considerable loss of territory at the hands of adventurers such as **GODRED CROVAN*** and others.

THORKELL OF NORWICH (1035–1092)

Of Danish extraction, and born at Norwich in 1035.

He entered Earl Godwin's* service at the age of 16, and by 1066 had become one of King Harold's* senior Officers. He was one of those who marched 200 miles north to Stamford Bridge in four days. In the battle he wounded and took prisoner the young **GODRED CROVAN*** but was himself too badly wounded to march south to Hastings. Fraternising afterwards, Thorkell deferred acceptance of Godred's offer of lands in Sodor by way of ransom. He stressed that his first duty was to keep faith with King Harold and his successor; but later when Saxon resistance had collapsed in 1067, he crossed to Sodor bringing with him some 500 men recruited from immigrant Northmen and Saxon fugitives. They were welcomed by **JARL OGMUND** in Godred's name, and settled in groups at Kellsthorpe, Crovan's Gate, Ulfstead and Arlesdale. They rapidly became assimilated and married local girls, Thorkell himself being one of the first to do so. He married Gyda, daughter of Ogmund in 1068.

The presence of this force at Kellsthorpe was of the greatest assistance to Godred Crovan when the Normans invaded in 1089. It enabled him to hold his "gate" against the whole Norman army until re-inforcements could be brought up.

Thorkell died, much respected, in 1092. The Kellson family, well known in Sodor, claim direct descent from him.

VOLLEY, MR KEVIN

The oldest surviving N.W.R. employee. He was born at Ffarquhar in 1903, and joined the N.W.R. as lad/porter at Knapford in 1915. He was promoted to Porter there in 1921, and became Booking Clerk at Elsbridge in 1927. He was appointed Stationmaster at Ffarquhar in 1936, Knapford in 1956 and Cronk in 1960.

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He retired in 1968, and now lives at Ffarquhar, a sprightly old gentleman with a fund of reminiscence about early days on the Ffarquhar Branch.

WELLSWORTH, THE CLERK OF (Chronicler)

No-one's guess at his identity has yet found general acceptance; but he was certainly close to the Kings of Sodor in some official capacity. His record, written in Latin, covers the years 1193-1234.

(Found among the Cronk Abbey papers by Lord Harwick. Now in the Island Records Office, Suddery).

PART IV

LOCOMOTIVES

Locomotive List

Note Under this heading are grouped the various railways in Sodor with brief notes on each and a list, arranged alphabetically, of the locomotives associated with them. Further particulars about each locomotive will be found in the pages following this general list.

ARLESDALE RAILWAY

The Small Railway, 15" gauge

A "miniature railway" and the latest in Sodor. It is 8 miles in length between Arlesburgh and Arlesdale, and was opened in 1967 having been laid along part of the former MSR trackbed both as a tourist attraction and to carry freight for the Arlesdale Granite and Ballast Company. The Chairman is Col. Ranald Drixon, the General Manager Mr Fergus Duncan (the Small Controller), and the Chief Engineer Mr Ivan Farrier. (See also ARLESDALE RAILWAY pp.84-96).

Bert

Mike

"The Blisters" I and II

Rex

Jock

Sigrid of Arlesdale

CULDEE FELL RAILWAY

The Mountain Railway 2'7½" gauge

A rack railway of 8 miles between Kirk Machan and the Summit of Culdee Fell. Opened in 1900, it relies entirely on tourist traffic for revenue and operates from Easter to Michaelmas. The winter months are used for repairs and maintenance. Lord Harry Barrane is chairman, and Mr Walter Richards is General Manager. (See also CULDEE FELL RAILWAY above pp.66-76)

Alaric No.7

Godred No.1 (Scrapped 1900)

Culdee No.4

Lord Harry, renamed Patrick No.6

Eric No.8

Shane Dooiney No.5

Ernest No.2

Wilfred No.3

Note See MOUNTAIN ENGINES on page 131 for particulars of these locomotives.

MID SODOR RAILWAY

2'3" gauge

This railway, closed in 1947, was opened in 1880 to link Peel Godred with the port of Arlesburgh, but its fortunes declined when the standard gauge branch from Killdane was built. For its full and interesting story see **MID SODOR RAILWAY** pp.77-83.

The MSR had, during its lifetime, a number of locomotives, but we list below only those which have featured in the stories,

Duke No.1

Stanley No.2 (Withdrawn 1928)

Falcon No.3

Stuart No.4

Note Three of these (Nos. 1,3 & 4) are running on the Skarloey Railway, Nos. 3 & 4 having been renamed Sir Handel and Peter Sam respectively.

NORTH WESTERN RAILWAY

4'8½" gauge

A Government sponsored amalgamation of the standard gauge railways in the Island, formed in 1914 as a strategic railway for coastal defence against possible danger from Ireland. The railways concerned were:

The Sodor & Mainland (1853–1914)

The Tidmouth Knapford & Elsbridge (1883–1914)

The Wellsworth & Suddery (1870–1914)

THE SODOR & MAINLAND

An ambitious and ill-fated attempt to link Sodor with England via Barrow-in-Furness. The Company's high hopes were disappointed. Their proposals for a bridge over the Walney Channel were persistently baulked by the Admiralty. Their tunnel through the Ballahoo Ridge collapsed, and in the end trains only ran between Ballahoo and Kirk Ronan. They only had three engines (one of which is shown VOE/11) and by 1901 the last of these had to be scrapped bringing services to an end, but the Company remained in being.

THE TIDMOUTH KNAPPFORD & ELSBRIDGE LIGHT RAILWAY

Formed in 1908, when the line from Elsbridge to Knapford was extended to Tidmouth and had adopted steam instead of horse traction. Motive power was provided by four vertical boiler

locomotives (nicknamed "The Coffee Pots") built at Tidmouth by Mr Topham Hatt, A. W. Dry's young engineer. Following the opening of a route to Tidmouth, overtures were received from:

THE WELLSWORTH & SUDDERY RAILWAY

This Company's line ran along the coast from Brendam to Crosby. It had begun as an industrial line but had developed a considerable passenger clientele. By 1908–09 harbour difficulties at Brendam and Suddery turned the company's eyes towards Tidmouth, and negotiations began with the TK&E for permission to use the port and running powers to reach it. Terms were agreed, Crosby Tunnel was cut and from 1912, pending the Act for their Amalgamation, the two railways were worked as one by a Joint Committee. They never obtained their Act, for in 1914 came World War I and with it the formation of the NWR into which both railways were absorbed.

Apart from the "Coffee Pots" of the TK&E and the four 0-6-0 tank engines for the W&S, the NWR when formed had no locomotives of its own. Throughout World War I it was worked with locomotives and rolling stock borrowed from the Midland and the Furness Companies.

By 1923 most of these had had to be returned and replacements found. This was a time of great difficulty for the NWR as with the end of the War the NWR's military value was ended and Government support withdrawn. The NWR Board, however, led by their Chairman Albert Regaby, Lord Harwick, believed in the Railway's future and fought off plans either for closure or absorption into the LMS system. In this he was ably backed by his General Manager, Topham Hatt, and to such good purpose that by 1925 the LMS had been brought to terms, and the NWR was enabled to maintain its identity and independence till 1948 when, most reluctantly, it was styled a Region of British Railways.

Region is however a term we *never* use. We always speak of ourselves as the North Western *Railway*. In spite of Nationalisation we have, in large measure, retained our independence and profitability. This is unquestionably due to the continuity of good management we have enjoyed under the "Hatt régime" – father, son and now grandson. Each in turn has been known affectionately as The Fat Controller, and each has earned from all ranks their loyalty and respect.

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The NWR has some eighty locomotives with which to work its system, but the list below only includes those from the NWR and its standard gauge associates which feature in the stories.

Bill & Ben (Sodor China Clay Co.)	Gordon NWR. No.4
Bear NWR. No.D3	Henry I & II No.3
Boco No.D2	James No.5
Daisy No.D1	Mavis (Ffarquhar Quarry Co.)
Donald No.9	Oliver NWR. No.11 (GWR.1436)
Douglas No.10	Percy No.6
Duck No.8 (GWR.5741)	Thomas No.1
Edward No.2	Toby No.7

SKARLOEY RAILWAY

The Little Railway 2'3" gauge

This is the oldest railway in the Island. Begun in 1806 as a horse-worked line between Cros-ny-Cuirn and Balladwail by the Crovan's Gate Mining Company, it was extended to their mines on Ward Fell by a series of inclined planes and finally in 1864/65 realigned for steam traction. In 1909 the Company sold out to Mr Handel Brown. It stayed in private ownership till 1966 when a Share Issue was floated and it became a Company. It went through hard times before that, however, and on the first Sir Handel's death it was under threat of closure, but now it more than pays its way. Sir Handel Brown II is Chairman, Mr Peter Sam (The Thin Controller) is General Manager with Mr Ivo Hugh as Chief Engineer. The list below includes the three engines which formerly ran on the MSR.

Duncan No.6
Duke (Formerly MSR No. 1-carries name but no number on SR)
Peter Sam No.4 (Formerly MSR No.4 Stuart)
Rheneas No.2
Rusty No.5
Sir Handel No.3 (Formerly MSR No.3 Falcon)
Skarloey No.1

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ALARIC (CFR) see MOUNTAIN ENGINES.

BEAR (NWR No.D3)

An ex-BR Western Region "Hymek" Diesel/Hydraulic Bo Bo

locomotive, formerly No.7101. It was sent on approval in 1967 together with a Peak type Class 4 No.199. The Hymek was found satisfactory and retained; but the Peak was returned with unfavourable comments (EE/30).

BERT (Arlesdale Railway. Livery: Blue lined out with red.)
An 0-8-2 tender locomotive. A rebuild by the Yorkshire Engine Co. of an earlier 0-8-0 design whose chassis and valve gear is very similar to that used in the 1890's by Sir Arthur Heywood at Duffield Bank.

The addition of trailing wheels enabled a larger firebox to be fitted in the hope that this would cure "shy steaming", but this was not the case. It was not till 1973, when Ivan Farrier at Arlesburgh fitted a Kylchap blast pipe and taller chimney, that the trouble was cured.

Bert's appearance is now different from that shown in SRE/21. His taller chimney, with cab enlarged to match, has turned him into a Narrow Gauge Engine in his own right instead of, as formerly, a scaled down version of a standard gauge locomotive.

Bert is now as powerful and free steaming as Rex, but is more "sure footed", and in addition gives his driver a smoother ride.

BILL & BEN (Sodor China Clay Co. Nos 1 & 2)

Two low slung 0-4-0 saddletank engines built in 1948 by W. F. Bagnall of Stafford. They work on the Clay Co's private railway at Brendam (IJ5) between the clay pits and the harbour. They closely resemble "Alfred" and "Judy" who used to work at the Port of Par in Cornwall; but whereas Alfred and Judy have been withdrawn, Bill and Ben are still kept hard at work.

"BLISTER I" & "BLISTER II" (Arlesdale Railway. Livery: Black, with black & yellow visibility panels on front and rear.)

These four-wheeled diesel tractors (of which as yet there are no illustrations in the books), each have a Lister engine. They were bought for line construction, and have been retained for maintenance and shunting duties.

The nickname given them by the staff was perhaps inevitable. It may perhaps reflect starting difficulties on cold mornings, but in no sense decries their general power and utility.

BOCO (NWR No.D2)

A Metropolitan Vickers Diesel/Electric Type 2 Co Bo. These engines were built for BR from 1958, and many worked in the Barrow-in-Furness area. In 1965 one found its way to the Brendam branch (MLE/10,11). Sir Topham expressed interest, and BR allowed him to keep it for trials. These proved satisfactory, and Boco was purchased. There is only one other of its type anywhere in the British Isles. This is preserved on Peak Rail, Buxton, Derbyshire.

CULDEE (CFR) See MOUNTAIN ENGINES.

DAISY (NWR No.D1)

A Metro-Cammel Diesel/Mechanical single car passenger unit. Daisy was built specially in 1960 for service on the Ffarquhar Branch (BLE/16).

DONALD & DOUGLAS (NWR Nos. 9 & 10)

Two of the "812" class 0-6-0 tender engines built for the Caledonian Railway by Mr McIntosh' from 1899. Sir Topham had only ordered one from BR (No.57646) in 1959 (TWIN/8), but the twin engine (No.57647), anxious not to be separated, came too. We suspect there was collusion between their crews who, incidentally, were also related! Since the engines' numbers had "slyly slippit aff" on the way to Sodor (TWIN/10), there was no telling which was which. Anxious to be fair, and also to find out which was the better of the two, Sir Topham ordered tests for both. However, after a somewhat inauspicious start, both performed equally well, and he decided to keep them both. They have proved an asset to the railway (TWIN/56,57).

DUCK (Official NWR No.8; but carries GWR type number plates 5741.)

A GWR 0-6-0 pannier tank engine of the 57xx class designed by Mr Collett* in 1929 for branch line goods and passenger service. Duck was bought by Sir Topham in 1955 to take Percy's place as station pilot at Tidmouth (PSE/26,27), and since Sir Topham had been trained at Swindon, and admired things Great Western, he allowed Duck to revert from BR to GWR livery. Duck had arrived at Tidmouth bearing the number 5741, but it is by no means certain that this was the number which had been allotted to him ex-Works.

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Since taking up his duties at Tidmouth, Duck has contributed greatly to the efficiency of the Yard. Therefore when Sir Topham re-opened the Arlesburgh Branch in 1967 (EE/56,57), by placing Duck in charge, he gave him promotion which was very well deserved.

DUKE (MSR No.1 His official SR No. is 8, but it is not carried on the engine.)

A "George England" type tender/saddletank 0-4-0 locomotive, built at Boston Lodge to the order of the Earl of Sodor in 1879 for the opening of the Mid Sodor Railway in 1880 (DLE/4,5).

The Directors named him "Duke" in honour of the Earl, their Chairman, and rostered Duke to haul the Opening Train.

Duke was soundly built and well maintained. He remained in traffic till the railway's closure in 1947 but found no buyer at the sale. He was left oiled, greased, and sheeted up in Arlesdale Shed, where he was all but forgotten (DLE/10,11). He was eventually found in 1969, and taken to Crovan's Gate for restoration and repair (DLE/50-57).

Now rebuilt, and in service in the Skarloey Railway, he still proudly carries his MSR livery and brass nameplate, but not his MSR number.

DUNCAN (SR No.6)

An 0-4-0 welltank engine built by Andrew Barclay* of Kilmarnock to their simple and straightforward industrial design. Duncan was bought secondhand by Sir Handel Brown II in 1958 to provide a spare engine, as the growing traffic was proving too much for Peter Sam and Sir Handel to manage unassisted (LOE/24,25).

Duncan is powerful and can haul all but the heaviest trains; but his short wheelbase gives him a tendency to ride roughly at speed (LOE/40-45).

EDWARD (NWR No.2)

A 4-4-0 of uncertain ancestry. He was borrowed in 1915 from the Furness Railway, but has since been so much rebuilt at Crovan's Gate as to obscure his origins. It is generally thought that he began life on the Furness as one of their Sharp Stewart "Larger Seagulls" of 1896. The Furness had found him to be a "shy

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steamer”, and were not interested in getting him back. They sold him to the NWR for a nominal sum.

The NWR however have, by careful maintenance, turned him into a reliable engine.

ERIC (CFR No.9) see MOUNTAIN ENGINES.

ERNEST (CFR No.2) see MOUNTAIN ENGINES.

GODRED (CFR No.1) see MOUNTAIN ENGINES.

GORDON (NWR No.4)

As now running Gordon presents points of peculiar interest. He was built at Doncaster as an experimental prototype for Mr Nigel Gresley’s 4-6-2 for the Great Northern Railway. Inevitably there were faults which needed correction; so Gordon was kept “hush hush” and, apart from test runs, was never put into regular traffic or given a GNR number. He was used experimentally till all defects had been cured and the first batch of Pacifics had appeared in 1922/23. In 1923 therefore Gordon was no longer needed, and was sold to the NWR together with a spare boiler and firebox.

Gordon’s present form is interesting. He is a Gresley/Stanier hybrid. Above the running plate he is Gresley, below it he is Stanier (MLE/31). This is the result of a heavy overhaul at Crewe in 1939. Gresley’s conjugated valve gear had been giving endless trouble, so Topham Hatt persuaded Mr Stanier to substitute a 2 cylinder chassis of his own devising instead. Between chassis and boiler Gordon’s running plate is a law unto itself. Personally we prefer its flowing curves to either Gresley or Stanier angularities.

HENRY (NWR No.3)

Since 1922 there have been *two* Henrys – Henry I and Henry II.

Henry I was one of Sir Topham’s rare bad bargains. We only made his acquaintance in 1943, but even after 20 years he was so angry at having been “done” that he would never admit who it was who had swindled him. “I wanted an Atlantic,” he would fume, “and that _____, _____, _____, sent me that!” and he thumped a photograph on the table.

We never saw Henry I, but we talked to men who had crewed

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him. Henry I had a superficial likeness to Gordon, they said, but that was as far as it went. They remembered hearing rumours of a scandal at Doncaster in 1919 or thereabouts, about the theft of some drawings. Nothing was proved, but it was alleged that a Locomotive Builder with a grudge against Gresley had engineered a "leak" so as to steal a march on him. His spy, however, blundered and took the wrong drawings. The mistake was discovered too late. The locomotive when built, showed so many faults that the builder was glad of chance to unload his "white elephant" on to a desperate customer.

(The locomotive crisis on the NWR in the 1920s *was* desperate and Topham Hatt was having to make do with anything he could get.)

No-one was better pleased than Topham Hatt when the Killdane accident occurred in 1935 (HGE/26-29). At last he had an opportunity of having Henry completely rebuilt at Crewe.

HENRY II

It has been a mystery to many that Topham Hatt was able to send the deplorable Henry I to Crewe in 1935, and receive back a Stanier Class 5MT in tip-top condition as Henry II.

The story current at Crovan's Gate Works is that Topham Hatt and William Stanier" were apprentices together at Swindon, and that on at least one occasion, perhaps more, the future Sir Topham was able to help the future Sir William to escape the consequences of what might have been a serious scrape.

We cannot, of course, vouch for this story, but it does at least offer a plausible explanation.

JAMES (NWR No.5)

A mixed traffic 2-6-0 from the former Lancashire & Yorkshire Railway Works at Horwich. In 1912/13 Mr Hughes* built his Class 28 superheated 0-6-0 tender engines as a development of Mr Aspinall's* Class 27. They were powerful goods engines, but had a tendency to be nose-heavy especially when used, as they often were, as relief engines on excursion trains and driven at speed.

It is not generally known that Mr Hughes, in an effort to counteract this defect, built the engine we now know as James with 5'6" coupled wheels, and a pony truck in front. The design did not entirely produce the improvement hoped for, and after

the Grouping the LMS sold this engine to the NWR who have now corrected most of the faults in the design, including the wooden brake blocks with which the locomotive had been fitted (TTE/56,60).

JOCK(Arlesdale Railway. Livery: Pale yellowish green, lined out in dark red.)

A 2-6-2 tender locomotive built at Arlesburgh in 1976 to the designs of Ivan Farrier, the Company's Chief Engineer. He worked in close consultation with Ian Smith", Chief Engineer of the Ravenglass and Eskdale Railway, who also needed a fourth steam locomotive. It is not surprising therefore that the AR's Jock and the R&E's "Northern Rock" should show marked similarities.

Jock's design incorporates all the best features of Bert, Mike, and Rex. As in the case of Bert, the tall chimney and cab give Jock a true Narrow Gauge appearance. Except for the boiler, firebox and cylinders, which were fabricated at Crovan's Gate, Jock was built entirely at Arlesburgh Works.

As yet there is no illustration of Jock in the books. The shade of green used for his livery is reminiscent of that used for a time on the former Highland Railway, so it is only natural that he should be named Jock.

LORD HARRY, now **PATRICK** (CFR No.6) see **MOUNTAIN ENGINES**

MAVIS (Ffarquhar Quarry Company)

0-6-0 Drewry diesel/mechanical locomotive, bought by the Company mainly to shunt in the sidings up at Anopha Fell (E4) (TRAM/30,31). She behaved somewhat unreliably at first, but now that this tendency has been corrected, she has been allowed from time to time to visit Ffarquhar station and assist Toby by shunting there (TRAM/56,57).

MIKE (Arlesdale Railway. Livery: Red, lined out in blue.)

A 2-6-2 tender engine (SRE/39), built by Clarkson of York* from a design which aimed to incorporate improvements on the Ravenglass & Eskdale's "River Esk". Mike is robust and powerful. He is more sure-footed than Rex, but his performance is sometimes erratic (SRE/34-45).

MOUNTAIN ENGINES (CULDEE FELL RAILWAY)

GODRED No.1, **ERNEST** No.2, **WILFRED** No.3, **CULDEE** No.4 and **SHANE DOONEY** No.5 were the first batch of engines built in Switzerland, and delivered in time for the Inspection of the line before its opening in 1900 (ME/14-17). A few weeks later, however, Godred was derailed, scrapped and never replaced (ME/24-28).

The four remaining engines were carefully maintained and sent back, in rotation, to the builders in Switzerland for overhaul, but by 1960/61 these four were ageing and fresh and more powerful stock was needed to tackle the ever increasing traffic. Accordingly three superheated engines of the latest design were ordered. These were delivered at two-monthly intervals during 1962.

LORD HARRY No.6 arrived in March, allowing Culdee to be sent away for overhaul. Lord Harry's performance was, at first most unsatisfactory. His eccentric behaviour in traffic (ME/32-41) led to his suspension from passenger work (ME/42-45). He was accordingly deprived of his name and relegated to service duties only.

This treatment had the desired effect, and following his gallant behaviour in a crisis (ME/48-55), he was restored to favour and re-named **PATRICK** (ME/56-57).

ALARIC No.7 came in May, and

ERIC No.8 was delivered in August, and helped to ease the strain during the last two months of the Season. Culdee came back from his overhaul in Switzerland in May 1963 (ME/passim). His experiences and adventures with Lord Harry occupy most of the book.

Finally, in case any readers ask why Shane Dooney (No.5) is never mentioned, the answer is simple. *He was not there.* On Alaric's arrival in May 1962 he had followed Culdee to Switzerland for overhaul, and so was still away when Culdee returned home.

Incidentally, Shane Dooney was the last Mountain Engine to make that long and expensive journey. They all now go to Crovan's Gate Works, which Sir Topham Hatt has re-equipped to deal with any steam engine overhaul which may be needed.

OLIVER (NWR official No.11 but carries GWR No.1436)

An 0-4-2 tank engine of the 48xx class introduced in 1932 by Mr Collett, and "push-pull" fitted for branch line work. The class was renumbered 14xx in 1946.

Oliver reached Sodor in 1967. With the rapid closure of West of England branch lines, Oliver's crew were appalled at the prospect of their engine being scrapped, or left to rust away at Barry. Both were bachelors with no local ties, so they determined to take a chance and try to save their engine.

An escape route was carefully worked out with the help of a chain of sympathetic signalmen. It was necessary to travel at night – often over "goods only" lines – and lie hidden by day. They had many narrow escapes (EE/40,41), and the journey took longer than planned. They were almost in despair when Douglas and his crew found them in Barrow Yard (EE/36-39,44,45) and brought them to safety.

Unexpected admiration, however, fostered a measure of conceit (OWE/20,21,22), but this was soon corrected (OWE/30,31). Oliver assists Duck on the Arlesburgh Branch, and has been allowed to revert to GWR livery. He carries the GWR number plates with which he escaped; but it is doubtful whether this was the number actually allotted to him in 1946.

PATRICK, formerly **LORD HARRY** (CFR No.6) see **MOUNTAIN ENGINES**.

PERCY (NWR No.6)

An 0-4-0 saddletank engine of obscure antecedents. **SIR TOPHAM HATT** bought him second or third hand to help tide over a locomotive crisis (TE/40,41). Percy is believed to have been built by Avonside* of Bristol, but fitters at Crovan's Gate have found components by Hunslet* of Leeds and other builders.

Appointed station pilot at Tidmouth in 1949 (TE/42,43), Percy was transferred to Knapford to assist in harbour reconstruction in 1955 (PSE/24,25), and has been in charge of freight traffic on the Ffarquhar Branch ever since.

PETER SAM (MSR No.4; SR No.4)

A Kerr Stuart* standard 0-4-2 saddletank engine built in 1920.

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He was delivered by rail to Cronk, and hauled thence to the Mid Sodor Railway's Station at Peel Godred, by traction engine. During service on the MSR he was given the name Stuart, and wore green livery (DLE/4,5),

On the closure of the MSR he was sold (DLE/10) to the Sodor Aluminium Company to assist in a construction project they had on hand. When this was completed in 1950, Stuart was oiled, greased and sheeted ready for disposal. He stood for a year in the Company's Yard before being sold to Sir Handel Brown for service on the Skarloey Railway. Following overhaul at Crovan's Gate he was given SR livery and renamed Peter Sam in honour of the Thin Controller.

In 1961 an accident to his chimney gave the Thin Controller and Mr. Hugh the opportunity to replace it with a Geisl Ejector which he still carries, and which has greatly improved his performance, though not his looks (GOE/12-15).

REX (Arlesdale Railway. Livery: Green, lined out in red.)

A 2-8-2 tender engine based on a design by Mr Henry Greenly, and built by Davey Paxman* of Colchester in 1923 at the same time as River Esk for the Ravenglass & Eskdale. The engine was found to be powerful but erratic and was sent to the Yorkshire Engine Co.* for rebuilding at the same time as River Esk, and for the same reasons. Walschaerts valve gear, substituted for the poppet gear originally fitted, gave beneficial results.

Since coming to Arlesburgh Rex has been found reliable and free steaming, but needs careful handling with any but the lightest loads, having an unfortunate tendency to slip. Illustrations SRE/9,11.

RHENEAS (SR No.2)

A long wheelbased welltank engine (0-40) built in 1865 by Fletcher Jennings* of Whitehaven following their construction of Skarloey the year before. Two were built, one, Dolgoch, going to the Talylyn Railway, and the other to the Skarloey. Rheneas was delivered by sea to Kirk Ronan in time to haul the train carrying the Board of Trade Inspector

Rheneas' long wheelbase enabled him to ride steadily, but it also made him hard on the track and this, together with the

absence of a cab, made No.1, Skarloey, the more heavily used of the two (VOE/36,37).

Rheneas never returned to Whitehaven. Such repairs as were needed, including the fabrication of a cab at an unknown date, were done at the Skarloey Railway workshops. In 1937, and again in 1943, he was overhauled at the NWR Works at Crovan's Gate.

After Rheneas' return to traffic in 1943 Skarloey (No.1) was occasionally steamed, but for a long time Rheneas was the mainstay of the railway, and performed incredible feats (GOE/42-45).

When Sir Handel and Peter Sam had arrived, Rheneas went to England for heavy overhaul (4LE/7), and there once more met his "twin", Dolgoch; but money was short, and repairs could not be completed till 1961 (GOE/56,57).

RUSTY (SR No.5)

An 0-4-0 Diesel/Mechanical rail tractor. Rusty was bought by Sir Handel Brown direct from the builders, Ruston & Hornsby* Ltd, in 1957 (LOE/24,25).

A generally reliable engine used for track maintenance (LOE/32,35) and breakdowns (LOE/12-15, 42-45), Rusty is also occasionally used in emergency for light passenger traffic.

SHANE DOONEY (CFR No.5) see MOUNTAIN ENGINES

SIGRID OF ARLESDALE (Arlesdale Railway. Livery: Two-tone blue, the lighter coloured centre side panels being swept down to a point at each end below the front and rear driver's windows.) A Diesel/Hydraulic 2-C-2 locomotive built in 1969 by Severn Lamb* of Stratford, from plans drawn up by Ivan Farrier (Chief Engineer Arlesdale Railway). A Ford 4 cylinder engine was used at first, but after extensive trials under normal traffic conditions it was found that this did not give enough power. It was replaced by a 6 cylinder Perkins engine, and performance has greatly improved.

SIGRID was an 11th Century local heroine, whose leadership secured the defeat of the Norman invasion in 1094.

No illustrations as yet appear in the books.

SIR HANDEL (SR No.3; formerly MSR No.3)

Built as an 0-4-0 saddletank by Messrs Hughes* at the Falcon Works, Loughborough for the MSR, and delivered by sea to Arlesburgh in 1904 to replace a locomotive then scrapped. The MSR gave him blue livery and named him Falcon.

He returned to Loughborough in 1910 to have trailing wheels fitted as a cure for unsteadiness in running.

On the closure of the MSR in 1947 he was sold, together with No.4, to the Sodor Aluminium Company, and when their project was finished in 1950 he stood sheeted and stored in Peel Godred for a year before being bought by the Skarloey Railway. An overhaul followed at Crovan's Gate, and he entered traffic in 1952. It was soon found, however, that his wheel treads were too narrow (4LE/30,31), so broader ones were fitted. (GOE/16,18).

The discovery of Duke, and his restoration to active service meant that for the first time in its long history the Skarloey Railway had locomotive power to spare. They were therefore glad to lend Sir Handel to the Tallyllyn Railway in 1982* to help tide over a locomotive crisis. Sir Handel stayed in Wales for two years, but returned to Sodor in time to take his share of the summer traffic of 1984.

SKARLOEY (SR No. 1)

Originally an 0-4-0 saddletank built by Fletcher Jennings* alongside, and to the same specification as Tallyllyn (No.1) of the Tallyllyn Railway (VOE/6,7), Skarloey was delivered by sea to Kirk Ronan (VOE/8,9) in time to assist with the construction of the line. His short wheelbase and excessive overhang caused rough riding with unfortunate results (VOE/20,26,27)! He was accordingly sent back to Whitehaven for trailing wheels to be fitted. A cab was also added at this time. The trailing wheels improved his running greatly, and this together with the cab made him a favourite with the men in spite of his shy steaming (VOE/36,37). In consequence Skarloey was always worked harder than Rheneas, and in 1897 he had to return to Whitehaven for heavy repairs.

No further overhauls were done to him apart from general maintenance in the SR workshop; the result being that by 1945 his boiler and firebox were in such a poor state that he could only be steamed in dire emergency as in 1952 (4LE/54-61).

ISLAND OF SODOR

Following this exploit he was sent to England for repairs, and while there he met his "twin" – Tallylyn – who was on the same errand (LOE/60-63).

He returned almost as new in 1958 (LOE/18,19), but was still somewhat shy in steaming. After many experiments, however, Mr Hugh finally cured this fault by fitting a brick arch in his firebox and a "Kylchap" cowl on his blast pipe. This work was done in the SR's workshop with no outside help at all.

Skarloey recently underwent a heavy overhaul at Crovan's Gate, and came back into service in May 1985.

STANLEY (MSR No.2)

A Baldwin* 4-6-0 tank engine bought secondhand as Army Surplus after World War I, and nicknamed Stanley after the well known politician of that name.

Stanley proved, unfortunately, to be a bad bargain. He was a rough rider, and prone to derailment (DLE/8). Repeated attempts to cure this habit failed and he was turned into a pumping engine, first at Arlesdale Works (DLE/9), and latterly at the Cas-ny-Hawin mine. He was nearly worn out early in 1946, and finally broke down later in the year. The flooding which resulted forced the mine's closure in December, and that of the railway in January 1947.

THOMAS (NWR No.1)

A Billinton* E2 0-6-0 tank from the London Brighton & South Coast Railway which arrived in Sodor in 1915, no-one quite knows how! His crew got on well with the local people, both married Sodor girls, and by 1920 neither wanted to be parted from their engine or leave the Island.

On enquiry Topham Hatt found that the LB&SC had written off their engine as "lost on war service".

Rather than face complications resulting from an alteration in their books, the LB&SC quietly sold Thomas to the NWR for a nominal sum.

Thomas, at first, was station pilot at Vicarstown (E12) (TTE/4-31). Then after a period at Wellsworth (G4) (TTE/46-61), he was promoted to his present position on the Ffarquhar Branch

TOBY (NWR No.7)

A Great Eastern Railway 0-6-0 tank engine; one of several built at Stratford by Mr Holden* for use on roadside tramways, and harbour branch lines. They were built at intervals until 1921. At the Grouping in 1923 the L&NER classified them as J70's, and gave them four figure numbers instead of the three figures they had had under the GER; while in 1948BR gave them five figures instead of their LNER four.

It will be noticed that on arrival at Ffarquhar in 1951 (TOBY/35), Toby's number plate had been removed. According to BR records, however, No. 68221 was withdrawn from service that year. Assuming that Toby was the engine concerned, the number tells us that he is one of a batch of three built at Stratford during 1914.

Toby has proved a very useful acquisition. He is employed on the quarry line at Ffarquhar, and takes workmen's trains down to the harbour at Knapford. His water tank capacity is limited (8FE/40-45), but with a stop at Elsbridge each way, the 14 mile journey is accomplished easily enough.

WILFRED (CFR No.3) see **MOUNTAIN ENGINES**.

NOTE: Although the Table of Contents refer to p.138 as listing the books by the Rev. W. Awdry and his son, Christopher, it was somehow omitted from the original published version and is instead found at the beginning of this book.

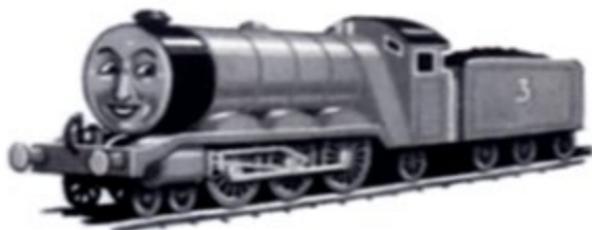
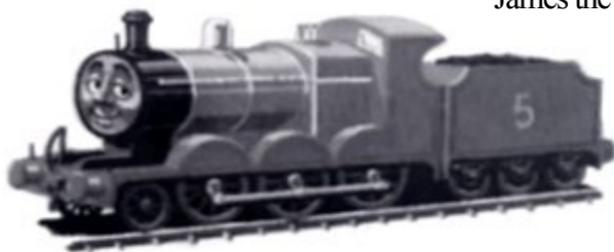
The Scribe of Sodor

SOME OF SODOR'S ENGINES



Thomas the Tank Engine

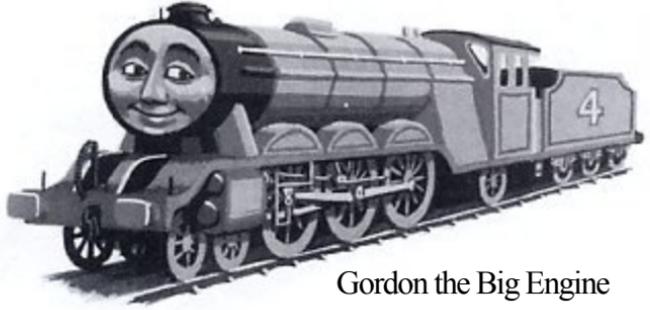
James the Red Engine



Henry "the first" Green Engine (see page 128)



Edward the Blue Engine



Gordon the Big Engine



Percy the Small Engine



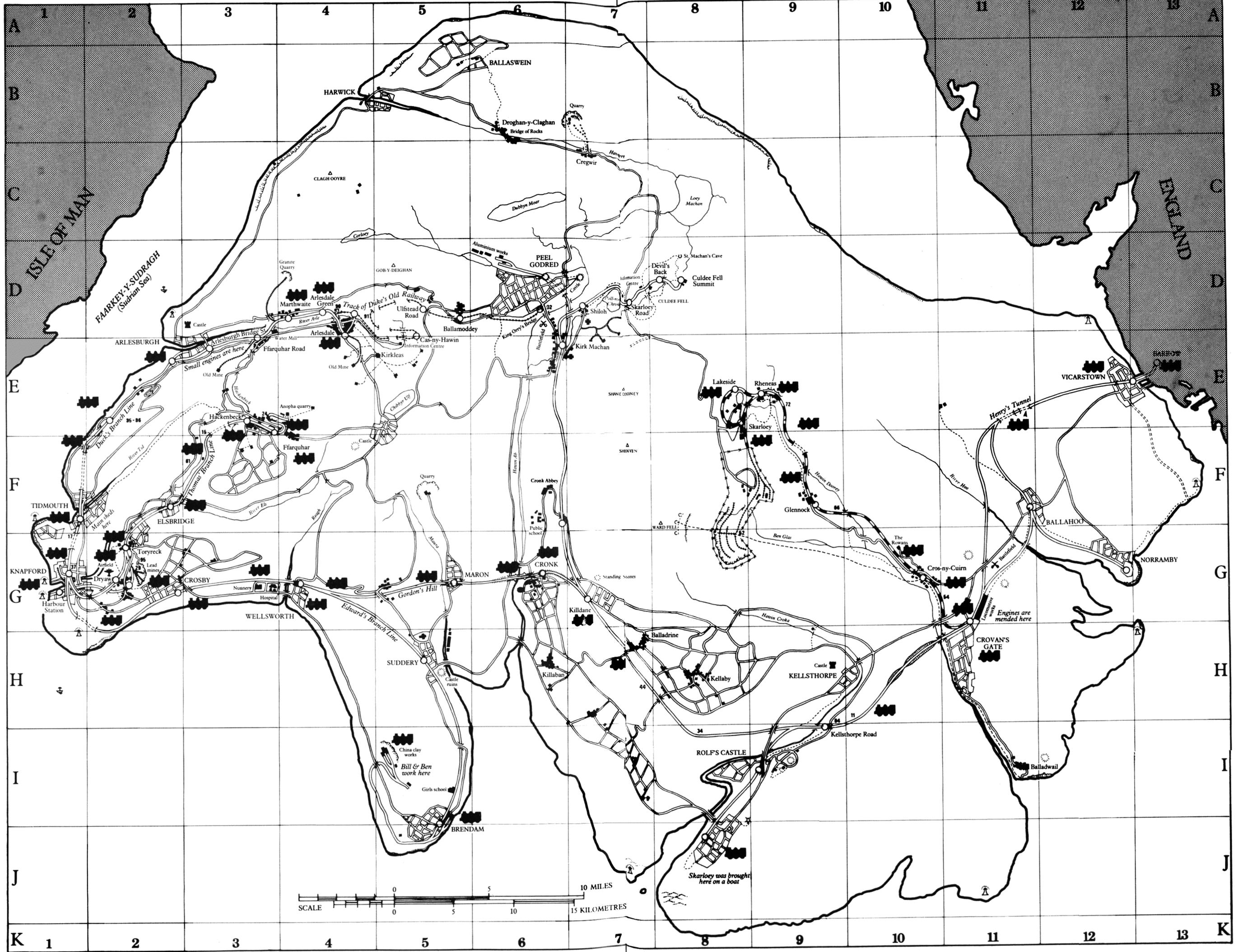
Toby the Tram Engine

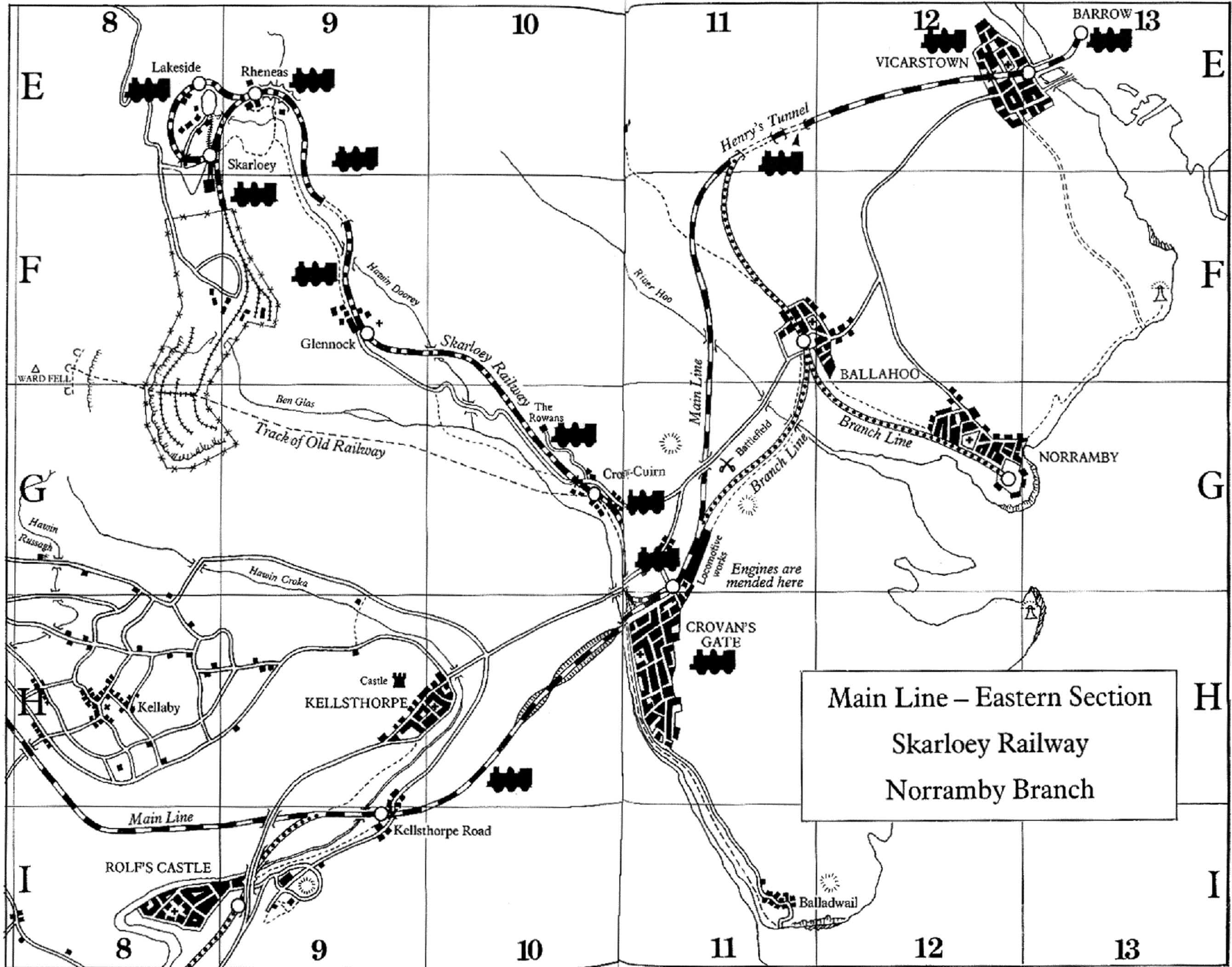
THE ISLAND OF SODOR

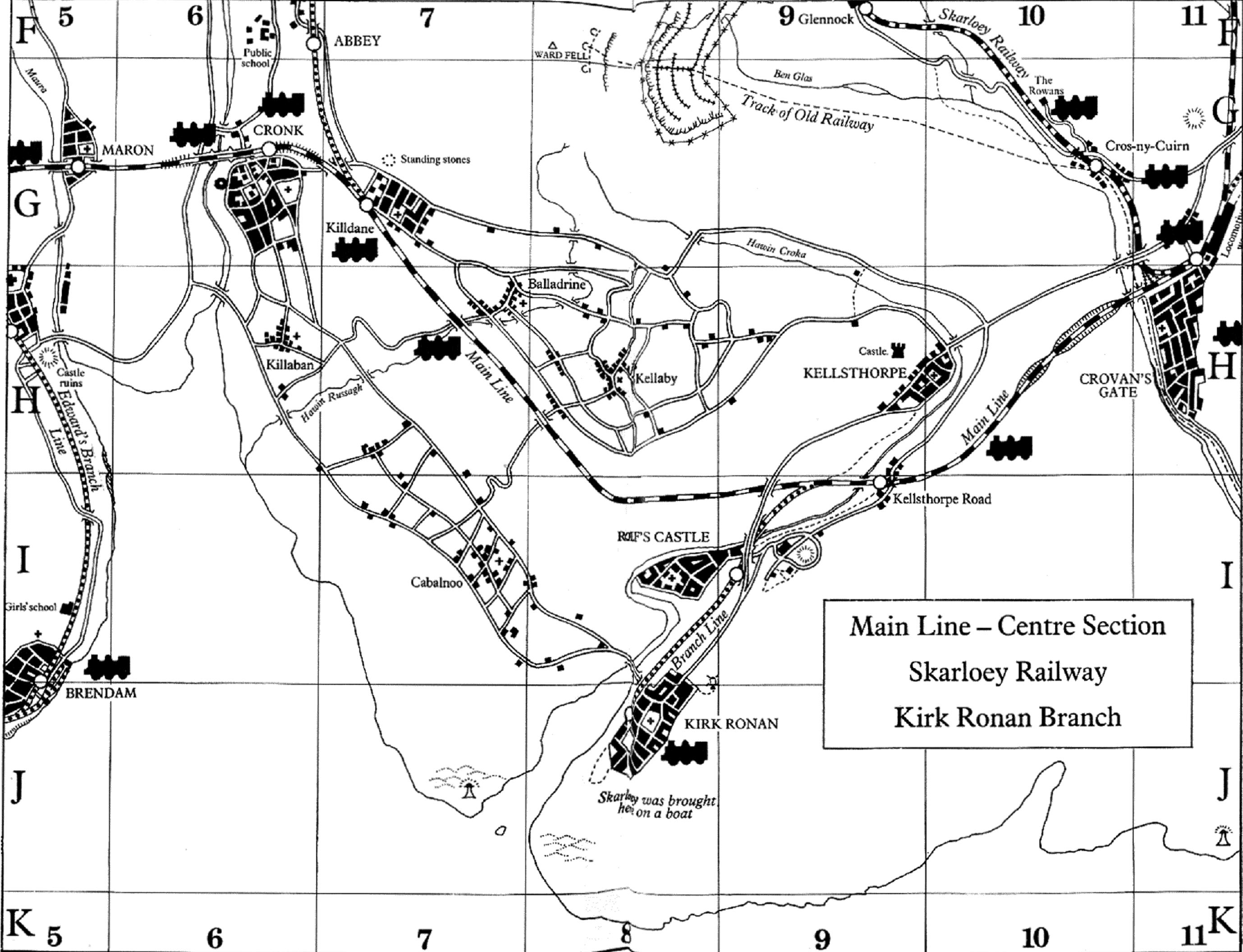
MAPS

The black and white map sections included here are corrected since publication of the complete 1983 coloured map.

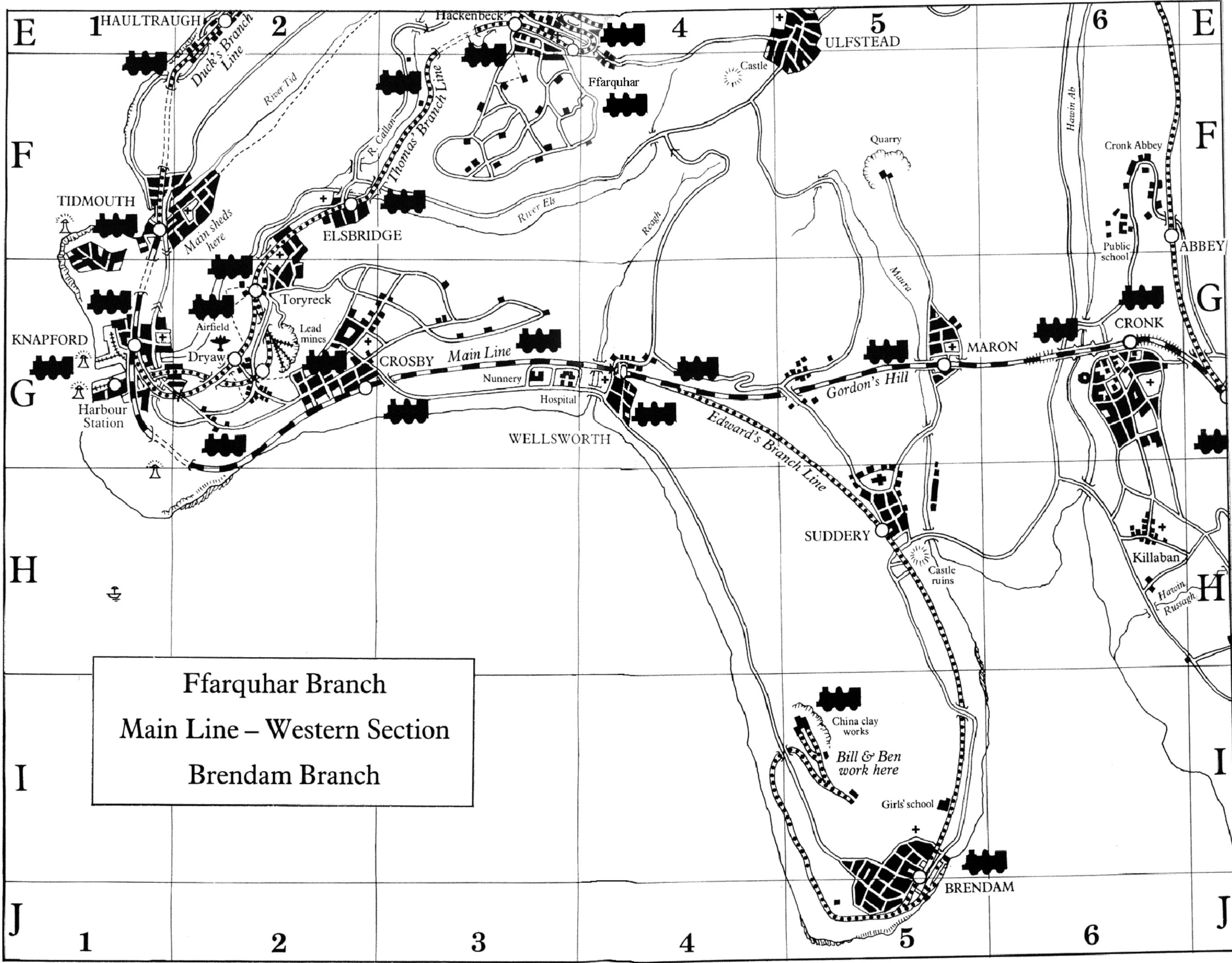
I	The Island of Sodor	142
II	The Main Line (East)and the Norramby Branch	144
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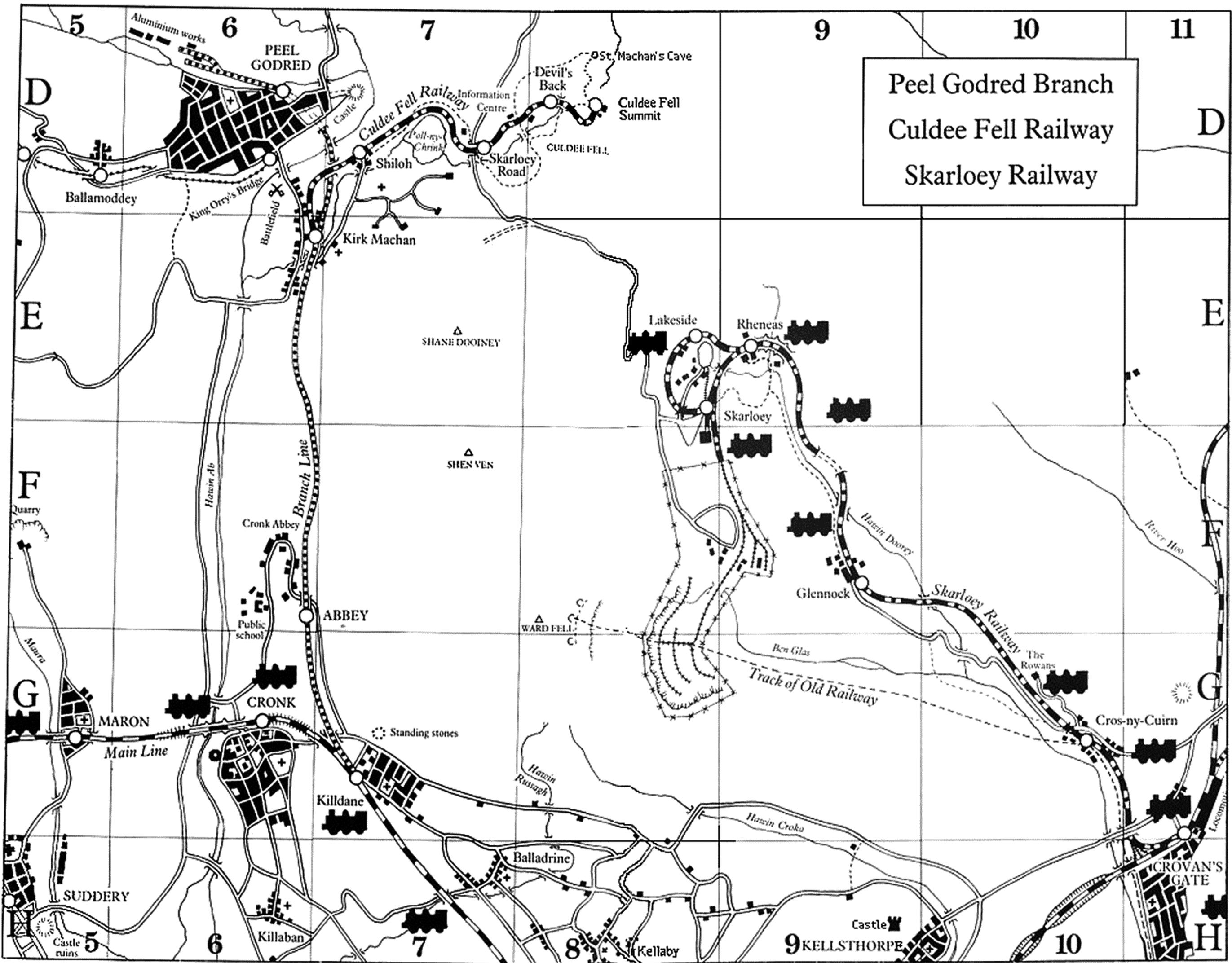




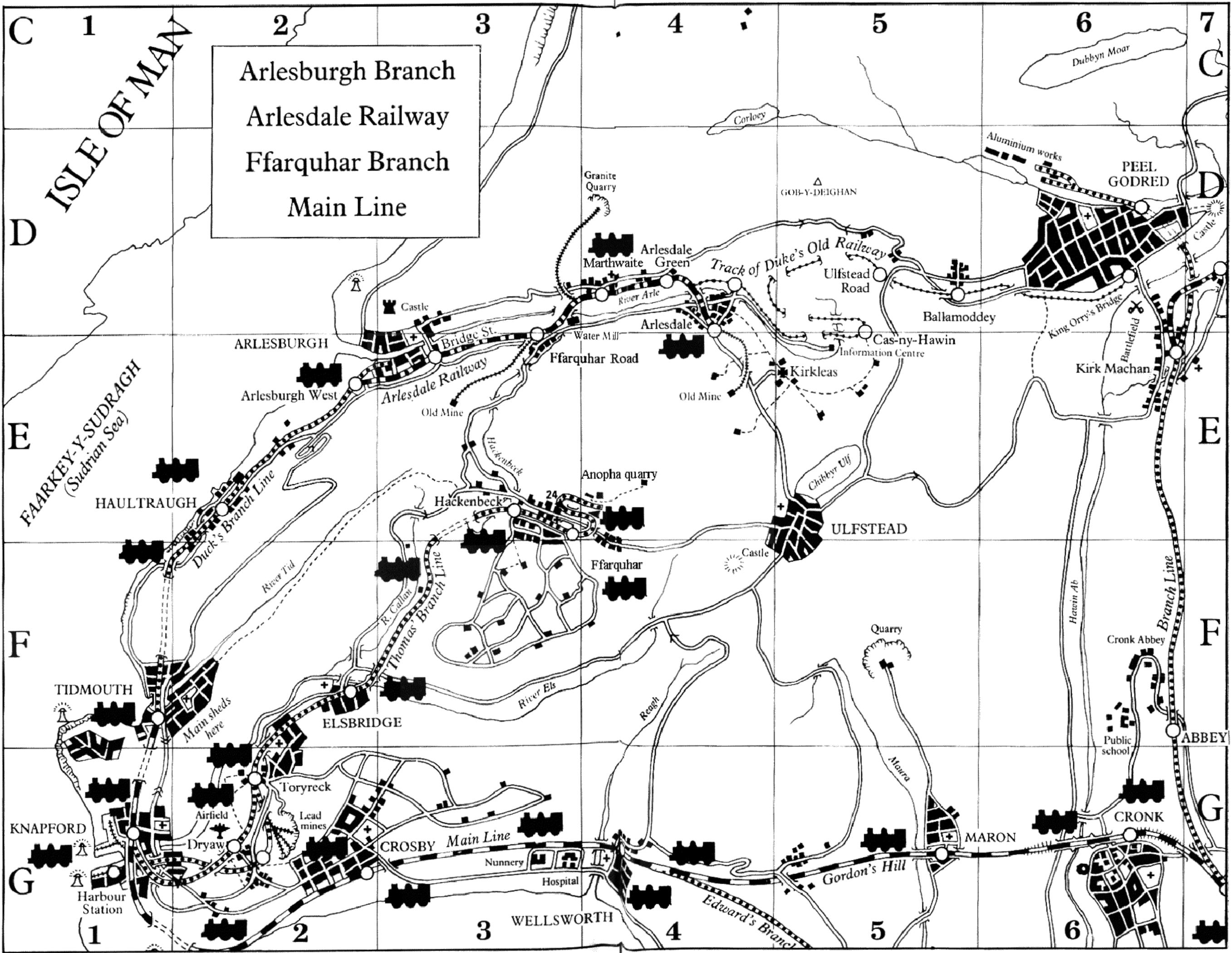
Main Line – Centre Section
 Skarloey Railway
 Kirk Ronan Branch



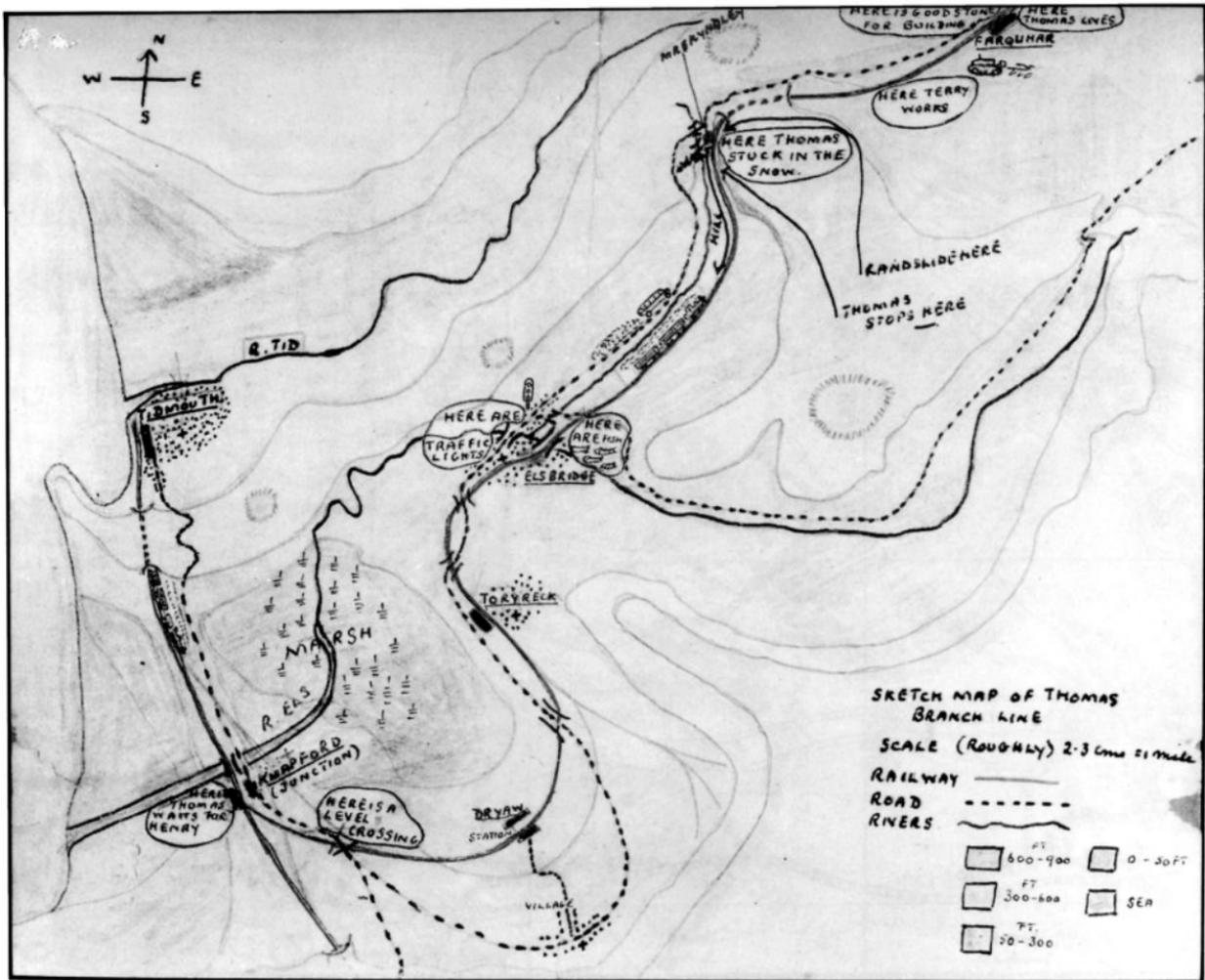
Ffarquhar Branch
 Main Line – Western Section
 Brendam Branch



Peel Godred Branch
 Culdee Fell Railway
 Skarloey Railway



Arlesburgh Branch
 Arlesdale Railway
 Ffarquhar Branch
 Main Line



Where it all began!
 The very first map
 of Thomas's Branch line

ABOUT THE AUTHORS

The Rev. W. Awdry

The Rev. Wilbert Awdry, born 1911, served for some twenty years in a variety of parishes, until Thomas' popularity enabled him to go into "private practice". He now lives in Sodor, a house named after the Island which is the subject of this book. He has always been a railway enthusiast and was one of the original members of the Preservation Movement which was started by the Talylyn Railway in 1951. Today he belongs to many such societies.

His grandchildren are all Thomas addicts, and he is delighted that his son Christopher, for whom the "Railway Series" began more than forty years ago, is now maintaining the family tradition.

George Awdry

George Awdry, born in 1916 and brought up in the same tradition as Wilbert, assisted enthusiastically in Sodor's "discovery".

A librarian by profession, first at the Institute of Mining, and later at the National Liberal Club, he had access to information which proved of immense value in research into Sodor's political, social and economic history.

Now retired, he lives in London. His interests are wide ranging, among them may be listed such diverse subjects as Railway Preservation, the Richard Society and Interplanetary Travel.



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