

RAILWAYS AND TRAMWAYS ON THE ISLE OF MAN (AND REMAINS ON THE CHANNEL ISLANDS)

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All photographs are taken by Hugh Davies and other members of the Railway Enthusiasts' Club (the REC) between 1946 and 1968 and the great majority have never been published. Indeed we shall be continuing to identify negatives, many thousands of them, over the next few years - negatives that have never before been printed, let alone published - so if you don't see what you want here, please keep in touch. What you require may feature in a future amendment or a new subject list.

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New additions in this issue are highlighted in red, and tagged with '#' to aid searching

GROUDLE GLEN RAILWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
374	2-4-0T <i>Polar Bear</i> at Headland. Howstrake holiday village in background.	July 1961
375	<i>Polar Bear</i> , running round train, negotiating points at Headland	July 1961
376	<i>Polar Bear</i> with train with train between what is now Lime Kiln Halt and Headland	
378C	Passenger coach No.4 and other stock standing at Llehn Coan	July 1961
379	Similar to 374, but nearer to broadside	July 1961
380A and 380B	2-4-0T <i>Polar Bear</i> in collapsed locomotive shed, only upper parts of locomotive visible. (Two identical views)	July 1961
380C	Passenger coach No.2 and another under overall roof at Llehn Coan	July 1961
386A	Trackbed of former line at Sea Lion Rocks terminus (beyond Headland) with original buffer stops	1959
386B	Sea Lion Rocks run-round loop, looking towards Headland	1959
386C	Headland Loop looking towards the headland itself and Llehn Coan	1959
395	Train arriving at Llehn Coan	July 1961
6680	Groudle Glen Railway locomotive <i>Polar Bear</i> derelict in shed	11 June 1959
B216/10	One of the steam locomotives derelict during one of the periods when the line was closed	
B220/6	<i>Polar Bear</i> approaching the camera bunker-first through tree, having just left Llehn Coan terminus	
B220/7	<i>Polar Bear</i> with a train of three carriages; $\frac{3}{4}$ view of whole train at the Sea Lion Cove terminus	
B220/8	<i>Polar Bear</i> $\frac{3}{4}$ view of loco only from above at Sea Lion Cove	

C868	Inland terminus at Lhen Coan with rolling stock under the roof	25 May 1958
H2/35	Loco No.2, head-on view, out of use	8 July 1965
J574	Llen Coan terminus with rolling stock during the period when the line was not operating, viewed from the buffer stops end	25 May 1958
R1298	Head-on view of <i>Sea Lion</i> derelict	
R1299	Left-hand $\frac{3}{4}$ view of <i>Sea Lion</i> derelict	

RAMSEY PIER TRAMWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
383B	Wickham railcar 5763/50 with Ford engine at seaward end of pier	July 1961
383C	As 383B, but other end of railcar showing fare table	July 1961
496B	Another view of the Wickham railcar	
496C	Hibbert 'Planet' 2027/37 locomotive and box type passenger car at Pier Head	
C883	The landward end showing both the railcar and the loco with trailer	26 May 1958
C884	3ft gauge diesel railcar at the seaward end, looking towards land	26 May 1958
H3/7	Railcar at landward end, head-on view	9 July 1965
H3/8	Railcar at the seaward end with passengers boarding	9 July 1965
H3/9	Petrol loco and passenger trailer, not in service, in siding at landward end	9 July 1965
J593	Wickham railcar 5763 of 1950 in service; Planet petrol loco 2027 of 1937 on right of picture	26 May 1958
J594	Wickham railcar 5763 of 1950 at Pier Head	26 May 1958
MHW79	Wickham railcar on Ramsey pier	9 June 1959
MHW80	Diesel loco and carriage on Ramsey pier	9 June 1959

MANX ELECTRIC RAILWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
387C	Trailer No.47 at Ramsey with wagon No.1 in the distance	
388A	Motor car of the 19 – 22 series in green and white livery with trailer No.47 at Douglas	
389A	Trailer No.42 and others at Ramsey	July 1961
389B	Close-up of coupler, connections, etc. of car No.20	July 1961
494A	Ramsey Yard, showing passenger stock	
494B	Ramsey Yard, showing goods stock	
494C	Car No.42: close-up of number and Manx emblem (The emblem is the MER crest applied between 1894 and 1950)	
3835	Laxey station; overall view of track layout with trailer No.40 at the far end (Motor unidentified)	
3836	Manx Electric car No.19, $\frac{3}{4}$ view, in the yard at Ramsey	
3840	Austin van WMN434 in the yard at Ramsey, with four-wheel rail vans in the background	
3841A	MER car No.28 crossing the bridge with castellated balustrades at Laxey	
3841B	Two-car train on the Manx Electric Railway; viewed across a valley and hence unidentified	

3842A	MER car No.6 and unidentified trailer; ¾ view at unidentified station	
5329	MER car No.19 and trailer in the yard at Ramsey (¾ view)	
7072A	Loading the mails from a Post Office van into MER 4-wheel rail van No.12 in the yard at Ramsey, with train just arrived from Douglas at the far end of the yard, headed by Motor car No.19	
7135A	Original Winter saloon No.22 (Milnes, 1899) at Laxey on a working to Derby Caste	June 1967
7135B	Pioneer car No.1 (Milnes, 1893) viewed head-on from another car coming in the opposite direction between Bulgham and Laxey	June 1967
7135C	View of the clifftop section at Bulgham, where a landslip in June 1967 disturbed the formation and caused a partial closure of the line; in the distance car No.7 can be seen waiting to return to Ramsey	June 1967
7138A	View inside a vestibuled saloon	
7138B	General view of the Derby Castle terminus before removal of the canopy, looking towards the horse tram depot; winter saloon No.22 and 6-ton van No.12 in view	
7402	Car No.22 viewed over the stone wall (hence only top half of the car is visible) and another far in the distance, between Ramsey and Laxey	
B217/1	Train departing from Laxey for Ramsey; motor car unidentified but trailer is No.50	
B217/2	Trailer No.14 in a siding at Ramsey; ¾ view	
B218/1	Car No.25, ¾ view at Laxey	
B218/2	Trailer No.55, ¾ view at Laxey	
B218/6	Car No.19 and unidentified trailer at Laxey	
B218/7	Car No.30 and unidentified trailer at Laxey	
B220/1	Car No.1 with trailer bound for Douglas at Laxey; ¾ view of both car and trailer	
B220/3	Box van No.4 with end balconies near broadside view in the yard at Ramsey	
B220/4	Box van No.11 near broadside view in the yard at Ramsey	
B220/5	Car No.22 ¾ head-on view at Ramsey, trailer only barely visible; looking to buffer stops with flat wagon on left	
C855	Inside the Derby Castle workshops, showing plaque on wall	25 May 1958
C856	Inside the Derby Castle shed, showing car No.7 and trailer No.40, together with MER lorry	25 May 1958
C857	Car No.19 standing outside the sheds at Derby Castle	25 May 1958
C858	Car No.22, ¾ view, at Ramsey terminus	25 May 1958
C859	Trailer No.43 in a siding at Ramsey, ¾ view	25 May 1958
C860	Car No.22 in service at Ballaglass Glen; ¾ view	25 May 1958
C861	Car No.22 crossing the viaduct at Laxey; only upper part of the car showing	25 May 1958
C867	Car No.20 with trailer and Snaefell Mountain Railway car No.6 alongside one another at Laxey	25 May 1958
H2/27	Cars Nos. 26 and 56 at Laxey	8 July 1965
H2/29	Cars Nos. 26 and 56, together with Snaefell Mountain Railway car No.6, at Laxey	8 July 1965

H2/32	Laxey station on the MER looking north from the south end; trailer No.55 is at the tail end of a train departing for Ramsey; Snaefell Mountain Railway car No.6 on the left of the picture	8 July 1965
H2/33	Car No.43 in service, ¾ view	8 July 1965
H3/5	Car No.22 ¾ view at Ramsey	9 July 1965
H3/6	Car No.22 ¾ broadside view at Ramsey	9 July 1965
H3/30	Car No.7 with trailer at Onchan Head	11 July 1965
J344	Winter saloon No.22 in the experimental green and white livery, which was short-lived. Taken at Derby Castle depot	25 May 1958
J345	Plaque on the wall of Derby Castle depot commemorating the opening of the Douglas and Laxey Electric Tramway on July 28 th 1894	25 May 1958
J346	Winter saloon No.22 and trailer at Derby Castle, forming a service for Ramsey	25 May 1958
J347	Car No.22 running round its trailer at Ramsey Plaza; note goods vans in siding on left	25 May 1958
J348	Car No.22 on a Ramsey to Douglas working at Ballaglass Glen	25 May 1958
J349	View of Laxey, including dual-gauge track in the foreground, used when transferring Snaefell (3'6" gauge) cars on to 3' gauge bogies for hauling to Derby Castle for overhaul. This practice has long-since ceased.	25 May 1958
J401	Car No.20 at Laxey, bound for Douglas. Snaefell Mountain car No.6 on left. Rustic-style buildings on right.	25 May 1958
J402	Laxey viewed from the viaduct over Laxey Glen, including MER and SMR cars	25 May 1958
J403	Laxey, looking towards Ramsey, with trailer No.41 off a short working from Douglas; Snaefell Mountain Railway tracks on left of picture	25 May 1958
J573	The closed station at Garwick Glen viewed from the rear of a Laxey – Douglas working; crossover intact and workable. View slightly out of focus.	25 May 1958
MHW51	End-on view of MER car No.20 at Ramsey	7 June 1959
MHW52	Dropping the Sunday papers from an MER car between Ramsey and Laxey	7 June 1959
MHW53	MER train, headed by car No.20, at Derby Castle, Douglas	7 June 1959
MHW74	MER car No.5 at Laxey	9 June 1959
R1278	Car No.19 ¾ broadside view at Derby Castle	
R1296	Car No.7 and trailer at Derby Castle, ¾ view	
R1300	Train formed of car No.25 and trailer at unidentified location	
R1301	Near Laxey. Trailer No.48 hauled by an unidentified motor-car, viewed from above	
R1302	Near Laxey. Car No.2 and unidentified trailer, viewed from above.	
R1303	Near Laxey. Trailer No.45 hauled by unidentified motor car, viewed from above	
R1304	Motor car and trailer, viewed broadside (Fleet numbers not known) en route at unidentified location	
R1311	4-wheel van No.13 attached to service train	
X264 #	Manx Electric Railway car No.25 with unidentified trailer en route at unidentified location	

DOUGLAS HORSE TRAMWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
388B	Car No.45 "at speed" near the stables on the Queen's Promenade heading for Derby Castle	
389C	Car No.43 with horse under the MER overall roof at Douglas	July 1961
493A	Car No.47 en route along the Promenade heading for Derby Castle	
493B	Car No.45 en route along the promenade passing Castle Mona Hotel on Central Promenade. Destination board of some note: heading for "Sea Terminal"	
493C	Car No.36 en route on Loch Promenade, heading for Derby Castle	
3838	Car No.42 standing at the pier end of the Promenade	
4914	Horse tramcar No.29 in service northbound on the promenade at Douglas	
5326	Turning the horses round at the Summerhill Stables terminus. Two cars in view, one is No.38.	
5862A	Car No.1 en route along the Promenade	
7244B	Car No.44 with horse trotting along the promenade towards the Pier; ¾ view	
C846	Tram No.48 head-on view next to a double-decker bus near the Villa Marina	24 May 1958
C854	Tram No.43 in service near Victoria Pier; good ¾ view	25 May 1958
C869	Tram No.47 about to set off from Derby Castle; ¾ head-on view	25 May 1958
C870	Tram No.47 at Victoria Pier, near broadside view	25 May 1958
H2/25	Tramcar approaching camera	8 July 1965
H2/26	Royal car No.44 at the Derby Castle terminus	8 July 1965
H2/36	Car No.47 at the Derby Castle terminus	8 July 1965
J317	Victoria Square, Douglas, with horse tramway car No.9 with one side enclosed by protective boarding: Ivy Benson's All-girls Band is coming to the island!	24 May 1958
J343	Car No.43 arriving at Victoria Square	25 May 1958
J575	Car No.47 in Victoria Square	25 May 1958
MHW54	Tramcar No.45 in service on the Promenade	7 June 1959
MHW70	Tram in service near the War Memorial on the Promenade	8 June 1959
R1284	Car No.36 on the Promenade, advertising Helen Shapiro	
R1285	Unidentified closed-body car passing the Grand Hotel	
R1297	Tram No.43 in service at Derby Castle (Car No.44 in background)	
R1311A	Car No.41 at Derby Castle	

SNAEFELL MOUNTAIN RAILWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
397A	Motor Car No.4 at Laxey together with MER car No.5 bound for Douglas	July 1961
397B	Train (Car No.4 plus another) at Laxey. No.4 is in the short-lived green and white livery	July 1961

397C	Cars Nos.1, 4 and 5 at Laxey	July 1961
3832	Snaefell Mountain Railway car No.1 at the summit; $\frac{3}{4}$ view	
3833	View from the summit of Snaefell	
3834	Cars No.4 and 5 near the summit, viewed fom below	
3837	Car No.5 at the summit, with another car (unidentified) approaching	
3839	View from train near the summit	
4907	Car No.1 and two others forming a train on the Snaefell Mountain Railway, standing below Bungalow, near the sub-station, where it terminated because it was a race day	
6668	Inside a Snaefell Mountain Railway car going down	9 June 1959
5322	Snaefell Mountain Railway: Two cars at Bungalow (one is No.1)	
5324	Fell brakes on goods rolling stock	
5331	Snaefell Mountain Railway No.4 standing in the siding at Laxey ($\frac{3}{4}$ view)	
5334	Snaefell Mountain car No.1 standing in the loop at Snaefell Summit showing interesting pointwork	
B205/3	Car No.1 at the summit; good $\frac{3}{4}$ view	
B205/4	Car No.1 on its way to the summit, in barren country	
B217/3	View of the SMR seen from the MER tracks at Laxey with SMR car approaching in distance	
B218/8	Cars Nos. 2 and 3 side by side at Laxey, with a trailer visible to the rear	
B218/9	Car No.2 at the summit, $\frac{3}{4}$ view	
B218/10	View from the summit of Snaefell, looking eastwards to the sea; location of the mountain railway is visible on the valley side	
B220/2	Car No.5, $\frac{3}{4}$ view at Laxey	
C862	Car No.6 at Laxey; $\frac{3}{4}$ head-on view	25 May 1958
C863	Car No.6 just outside Laxey, near head-on view	25 May 1958
C864	Cars Nos. 2 and 3, in old and new liveries, at Laxey	25 May 1958
C865	Car No.6 at the summit station; $\frac{3}{4}$ view from below	25 May 1958
C866	Car No.6 paused at Bungalow; $\frac{3}{4}$ broadside view	25 May 1958
H2/30	Car No.6 at Snaefell summit	8 July 1965
S/H2/31	Sub-standard view of car No.6 at the Summit; view spoilt by burn mark in centre of view	8 July 1965
J350	Laxey depot, featuring SMR car No.6 in old livery. On the right of the picture is the brick building holding two Wickham diesel railcars, used by the Aviation Authority for checking their installations at the summit	25 May 1958
J396	Car No.2 in the (then) new green and white livery outside the Laxey depot. The livery was not very popular and was short-lived.	25 May 1958
J397	Car No.6 drops down from the depot to Laxey station; in old livery. Rear of cottages in Dumbells Row on right	25 May 1958
J398	Cars at Laxey depot. No.2 in green and white livery and No.3 in old livery.	25 May 1958
J399	View from SMR car No.6 ascending	25 May 1958
J400	Car No.6 at the summit; hotel on right	25 May 1958
MHW75	Car No.1 at Laxey	9 June 1959

R1276 Car No.4 at the summit
R1277 ¾ broadside view of train at the summit

ISLE OF MAN RAILWAYS

NOTE: Wherever Locomotive Nos.12 and 13 appear in my lists add the names "*Hutchinson*" and "*Kissack*" respectively.

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
377A	2-4-0T <i>Kissack</i> passing twin post signals leaving Douglas with St. Johns line train	July 1961
377B	Loco No.13 on train and No.5 light at Douglas station	July 1961
377C	Port Erin train leaving Douglas, hauled by loco No.5 <i>Mona</i>	July 1961
378A	No.5 entering Kirk Michael with train from Ramsey	July 1961
381C	No.6 with two-coach train at Peel	July 1961
382A	No.6 – ¾ smoke-box view with end of coach F4 at Peel	July 1961
382B	No.6 and coach F4 at Peel, locomotive at far end: railway lorry GMN 492 on platform	July 1961
382C	No.6 at water tank at Peel, also showing locomotive shed and adjacent structures	July 1961
384C	Southbound train hauled by No.12 <i>Hutchinson</i> at Ballasalla	July 1961
385A	No.12 on train leaving Ballasalla (better view of level crossing than of locomotive)	July 1961
385B	Locomotive and three lines of passenger stock in Douglas terminus	July 1961
390A	No.14 light engine at St. Johns	July 1961
390B	No.13 with two-coach Peel train at St. Johns	July 1961
390C	No.14 with Ramsey line train at St. Johns	July 1961
391A	No.14 with train from Ramsey approaching St. Johns	July 1961
391B	Peel line train hauled by No.14 <i>Thornhill</i> leaving St. Johns	July 1961
391C	Derelict Manx Northern station on Foxdale line at St. Johns: track still in situ	July 1961
392A	Panoramic view between Port St. Mary and Port Erin: train in distance (Fleshwick Bay in background)	July 1961
392B	No.12 bunker-first on Douglas-bound train entering Port St. Mary; loco has original cab	July 1961
392C	No.12 with coach F34 in platform at Port St. Mary	July 1961
393A	No.5 <i>Mona</i> in steam outside Port Erin shed	July 1961
393B	Fishtail semaphore signal near Port Erin	July 1961
393C	No.5 bunker-first with train northbound between Port Erin and Port St. Mary	July 1961
394A	Douglas shed and works: signals, etc, general view from platform end showing locomotives Nos.10 <i>G.H. Wood</i> and 5 <i>Mona</i> together with wheels from former 4-wheel coaches	July 1961
394B	As 394A, but with Ramsey line train leaving hauled by No.6 <i>Peveril</i>	July 1961
394C	No.5 "running round" at Port Erin	July 1961
396A	No.6 <i>Peveril</i> at St. Johns with Ramsey line train	July 1961
396B	No.5 arriving at St. Johns with train from Douglas; "G" van on rear of train	July 1961

396C	Locomotives at St. Johns waiting for departure: No.6 in foreground and No.5 <i>Mona</i> behind	July 1961
398A	No.10 <i>G.H. Wood</i> on train at Ramsey	July 1961
398B	No.10 ($\frac{3}{4}$ broadside) bunker-first on train at Ramsey	July 1961
398C	No.6 light engine at Peel: locomotive shed in background	July 1961
399A	Coach compartment interior taken at Peel	July 1961
399B	Passengers detraining at Douglas: photograph features stock and overall roof detail	July 1961
400A	4-wheel box vans at Castletown (First van on left is G17)	July 1961
400B	No.5 on southbound train arriving at Castletown	July 1961
400C	No.5 with train at Castletown	July 1961
495A	St. Johns: looking towards level crossing with train about to depart for Ramsey ($\frac{3}{4}$ view from rear) hauled by No.6 <i>Peveril</i>	
495B	St. Johns: trains for Peel and Ramsey leaving simultaneously: $\frac{3}{4}$ view from rear	
495C	No.6 approaching St. Johns bunker-first with train from Peel	
492C	Douglas station: view of platforms from concourse	
385C	2-4-0T No.5 <i>Mona</i> at Douglas: locomotive No.13 on train in background	July 1961
3884	A busy day at Peel station, looking along the platform towards the buffer stops, with crowds alighting from a train on the left and No.16 on a train ready for departure on the right	
3885	Packages being transferred between an IOMR lorry No.1 (a Bedford WLG) and a four-wheel rail van in a siding against the goods shed at Ramsey station	
3886	Train ready for departure from Douglas viewed near head-on looking down the platform towards the buffer stops. The mixture of hazy sunshine and drifting smoke makes identification of the loco difficult.	
3887	Kirk Michael station viewed from an arriving train, with waiting passengers	
3888	Unidentified loco in the coal and water road at Ramsey	
3890	St. Johns station, looking along the platform towards Douglas, with loco taking water at the far end of the platform and stock of train to (or from?) Peel on right	
3891	No.8 <i>Fenella</i> on train at Ramsey; viewed near broadside	
3892	GWR map poster in situ at unidentified IOMR station "To Ireland; Shortest Sea Passage – 2 $\frac{3}{4}$ hours; Magnificent Turbine Steamers 22 $\frac{1}{2}$ knots; by the New Fishguard Route	
4348	Douglas station looking towards buffer stops: two trains in station, plus carriage stock. (Locomotive on right is No.16 <i>Mannin</i>).	
4275A	IOMR No.8 <i>Fenella</i> with Ramsey line train at speed ($\frac{3}{4}$ view of whole train + semaphore signal) at Sulby Glen	
4356A	IOMR train for Douglas at Castletown, hauled by No.16 <i>Mannin</i> . Locomotive blowing off, leading coach is F43; and box is being loaded into van	
4366	Overall view of Peel station IOMR with train at platform; passenger stock in siding.	
4393	St. Johns: passengers changing trains from ex-CDJR diesel	

4395	Ballaugh station IOMR showing station building, level crossing, goods shed and 'M' wagon in siding	
4396	As 4395, but with train arriving, hauled by No.5 <i>Mona</i>	
4480A	Train from Douglas to Ramsey arriving at St. Johns: stock in background consists of two 4-wheeled coach bodies on a bogie chassis	
4500A	Two trains at St. Johns IOMR. No.16 <i>Mannin</i> on the train in the foreground, No.5 <i>Mona</i> on the train behind	
4644	No.13 <i>Kissack</i> at the water tank at Peel: $\frac{3}{4}$ close- up view of locomotive from chimney end	
4913	IOMR No.8 on train at Kirk Michael; head-on view	
5323	IOMR <i>Thornhill</i> (No.14) with passenger train at Sulby Glen station	
5325	IOMR open wagons, including M49 and M59, at St. Johns	
5330	IOMR 2-4-0T No.3 with two-coach train for Ramsey arriving at St. Johns	
5332	IOMR No.14 <i>Thornhill</i> bunker-first with train at Sulby Glen station ($\frac{3}{4}$ view)	
5333	IOMR train standing in the station at Castletown	
5848B	Former County Donegal railcar set arriving at Peel, IOMR	
5855A	View from the platform ends at Douglas looking west, with signal box on left and train pulling away for the St. Johns line on the right	
5855B	Passenger train at unidentified location in woods, viewed from overbridge	
5860A	Loco No.8 <i>Fenella</i> southbound at Ballasalla. Empress van F27 or F28 in the background	
5860B	Train leaving Douglas in the St. Johns direction, just passing the railway's workshops	
5861A	Douglas station; good view of No.5 leaving with a Ramsey train	
5861B	Loco No.5 with train for Ramsey at St. Johns, formed of two coaches and two open wagons	
5862B	Unidentified loco on train at St. Germain's station	
5863A	Loco No.6 with train crossing the ex-CDJR railcar set No.20 at Union Mills station	
5863B	Loco No.5 with train at Union Mills	
5867A	Train for Port Erin waiting to leave Douglas. Looking west from the platform end. Train standing at bracketed signals	
5867B	Douglas station viewed from the signal box, with loco bringing stock out of the yard on the right	
6661	Starting signals at Douglas IOM	7 June 1959
6662	Port Erin distant signal, painted red	8 June 1959
6663	Winding off the down signal at Port St. Mary	8 June 1959
6664	No.12 <i>Hutchinson</i> leaving Port St. Mary with a Douglas to Port Erin train	8 June 1959
6665	No.5 <i>Mona</i> on a train from Douglas to Port Erin leaving Castletown	8 June 1959
6666	Signal lever controlling the Ballasalla down home "Stevens & Son Patent Signal Lever London & Glasgow"	8 June 1959
6669	Ramsey down home signal, painted red	9 June 1959
6670	No.6 <i>Peveiril</i> shunting coaches at Peel	10 June 1959

6671	No.6 <i>Peveril</i> moving off from the water tank at Peel	10 June 1959
6672	No.5 <i>Mona</i> arriving at St. Johns with a Douglas to Ramsey train	10 June 1959
6673	St. Johns down splitting home signals, IOMR	10 June 1959
6674	Rear view of St. Johns up starter	10 June 1959
6675	No.6 on a train from Peel approaching St. Johns	10 June 1959
6676	No.14 on a Douglas - Peel train just West of St. Johns	10 June 1959
6677	Front view of St. Johns up starter	10 June 1959
6678	No.6 <i>Peveril</i> on the 4.15 p.m. Douglas - Peel arriving at St. Johns, the 4 leading coaches forming a school portion	10 June 1959
6679	Douglas up home signals	10 June 1959
6681	Castletown up home signal	12 June 1959
7040A	Re-opening special with flags and shield (loco and location unidentified); $\frac{3}{4}$ view in countryside	June 1967
7040B	Re-opening special with flags and shield (loco and location unidentified); $\frac{3}{4}$ view in countryside, this shows more of the train than 7040A	June 1967
7041A	Loco No.10 <i>G.H.Wood</i> returning to Douglas from Peel with re-opening train A; photographed between St. Johns and Crosby	3 June 1967
7041B	Loco No.12 <i>Hutchinson</i> with leading coach F17 with the re-opening train for the Ramsey line, the day after the Peel line re-opened. Photographed between Peel Road and Kirk Michael.	4 June 1967
7041C	Loco No.8 <i>Fenella</i> with one of the Peel line re-opening trains between St. Johns and Peel	3 June 1967
7072C	No.11 <i>Maitland</i> in steam standing in the shed doorway at Douglas	
7077A	No.15 <i>Caledonia</i> in steam in Douglas shed	
7077B	2-4-0T No.8 <i>Fenella</i> with west-bound train at Crosby station; good head-on $\frac{3}{4}$ view	
7077C	No.11 <i>Maitland</i> with lengthy eastbound train at Crosby station; good view of station building	
7098A	Peel station, IOMR, with three locos in steam, including one on train arriving with re-opening celebrations headboard and flags	3 June 1967
7098B	Train going away from the camera at unidentified location (electricity sub-station in background); leading coach is F29	
7137A	View of the Port Erin line platforms at Douglas station, looking from the buffer stops	June 1967
7137B	View inside the IOMR workshops at Douglas; the view shows the belt-driven machinery	June 1967
7137C	View inside the running shed at Douglas. Locomotives visible include 0-6-0T No.15 <i>Caledonia</i> and 2-4-0T No.5 <i>Mona</i>	June 1967
7143	Isle of Man Railways "Express Freight and Parcels Services" Leyland lorry, Fleet No.102, Reg. No.830EMN on the Promenade at Douglas	
7146A	IOMR lorry JMN538 (Fleet No.111) in the yard alongside Douglas station	June 1967
7148A	Distant view of one of the Beyer-Peacock 2-4-0Ts on a passenger train at an unidentified location; train going away from camera	
7148B	As 7148A, but train nearer broadside	
7149A	Unidentified 2-4-0T leaving St. Johns with a train for Peel, looking back from a train climbing away on the adjacent Ramsey line	

7149B	Distant view of a steam-hauled train approaching St. Johns from the Douglas direction; Greeba mountain stands witness behind	
7184B	General view of Peel station, with No.5 <i>Mona</i> (cab first) and coach F48 forming a service to St. Johns	June 1968
7201A	St. Johns station, looking towards Douglas from the platform, with double-headed train about to leave for Douglas on the left of the picture, with signal, signal box and water tank beyond	
7204A	Shunting at St. Johns. Loco adding three tank wagons to a train bound for Douglas	
7204B	Looking towards Douglas along the main platform, with stock of passenger train for Douglas on the right of the picture; on left of platform a loco is picking up three tank wagons prior to attaching them to the front of the Douglas-bound train	
7205A	View taken from alongside No.5 <i>Mona</i> of a train arriving at St. Johns hauled by No.11 bunker-first	
7205B	Distant view taken over fields of passenger train climbing out of Douglas	
7215A	No.8 <i>Fenella</i> standing at the buffer stops end of the platform at Peel; photographed from under the platform canopy with the water and hills in the background	
7215B	View of Peel station from the buffer stops end of the seaward siding, showing No.8 <i>Fenella</i> just running round its train, with other coaching stock just visible on left	
7364A	IOMR No.8 <i>Fenella</i> arrives at Peel, past the "kipper factory", with a passenger train which appears to have a second locomotive at the rear	1967/68
7364B	No.5 <i>Mona</i> leaves Douglas on the Peel line with a lengthy (8 coaches) passenger train	1967/68
7369A	IOMR No.5 <i>Mona</i> brings up the rear of the passenger train seen in views 7364A and 7369B, passing the level crossing and water column at the entrance to Peel station	1967/68
7369B	The passenger train seen in view 7364A runs into Peel station; rear $\frac{3}{4}$ view of engine and first two carriages only, seen from the level crossing. The second carriage from the engine (F63) is one of the "pairs"	1967/68
7400A	IOMR No.15 <i>Caledonia</i> (lettered MNR No.4 on her tank sides) at Crosby with a returning IOM Steam Railway Supporters' Association special; rear $\frac{3}{4}$ view of engine and part of first carriage only; level crossing visible beyond, enthusiasts milling around across tracks	2 June 1968
7400B	Front $\frac{3}{4}$ view of No.15 taking water at St. Johns on the same occasion as Ref. 7400A; slotted post semaphore signal visible behind the engine	2 June 1968
7401A	IOMR No.12 <i>Hutchinson</i> ; good front $\frac{3}{4}$ view of the engine running round a passenger train at Port Erin; crowds of people on the platform and at the trackside, and a lone photographer is in danger of being run over.	2 June 1968
7401B	Front $\frac{3}{4}$ view of No.15 <i>Caledonia</i> in steam standing by the water column in the centre road at Douglas station	2 June 1968

7409A	View taken at Castletown goods yard during a brief period in winter 1967/68 when a limited amount of container traffic was dealt with at Castletown harbour; in the foreground is loco No.10 <i>G.H.Wood</i> with a train of container "flats" converted from redundant coach underframes, ready to be loaded with a variety of containers	1967/68
7409B	IOMR No.10 <i>G.H.Wood</i> ; good, well lit, front ¾ view of engine only standing by the water column at Castletown	1967/68
7410A	Another view of Castletown goods yard during the containerization experiment (which was dubbed "Mantainer" and was a brave but ultimately unsuccessful bid to win back some freight traffic to the railway); in the foreground a modern "Bell Lines" container sits on its "flat" on the main line, whilst in the background locomotive No.10 simmers next to the hired road crane which was used to hoist the containers on and off the wagons	1967/68
7413	Head-on ¾ view of 2-4-2T lettered "MNR No.4" on four-coach train at unidentified location	
7415	No.10 <i>G.H.Wood</i> standing light engine at Castletown with the water tank in the background; a picturesque shot, loco being framed by trees, fence in the foreground	Winter 1967/68
7420	IOMR No.12 <i>G.H.Wood</i> arriving at St. Germain's with the 10.47am St. Johns to Ramsey; near head-on view	3 June 1968
B205/8	Train crossing Kirk Michael viaduct; broadside view from the valley, loco unidentified	
B205/9	Five coach train, loco bunker first, near Kirk Michael; good distant view over field	
B205/10	Broadside view of loco and first two coaches of the train in B205/9, nearer to camera, crossing minor road bridge	
B216/1	3 four-wheel vans in a siding at Castletown	
B216/2	4-wheel van G17 near broadside view in a siding at Castletown	
B216/3	Signal control wheel on the platform at Castletown	
B216/4	Southbound double-headed train at Castletown station; ¾ view of whole train	
B216/5	Loco No.12 <i>Hutchinson</i> in steam standing outside the loco shed at Port Erin	
B216/6	Carriage F22 ¾ broadside view standing in a siding at Port Erin	
B216/8	Loco No.11 bunker-first on a train ready to depart from Ramsey; fireman is doing a spot of oiling	
B217/4	Loco No.5 taking water at St. Johns whilst working a train to Ramsey	
B217/5	No.5 pulling away from St. Johns with a train for Ramsey	
B217/6	Passenger brake van F27 standing outside the carriage shed at St. Johns	
B217/7	Loco No.8 <i>Fenella</i> arriving at St. Johns with a train from Douglas; the first two coaches will continue to Peel	
B217/8	Loco No.8 <i>Fenella</i> standing at St. Johns with a train for Peel; ¾ view of whole train	
B217/9	Two trains standing in St. Johns station; the one on the left is bound for Ramsey, and the one on the right for Peel	
B217/10	The trains in B217/9 departing over the level crossing from St. Johns for Peel (left) and Ramsey (right) going away from camera	

B220/9	No.13 <i>Kissack</i> with a two-coach train ready to leave Douglas; $\frac{3}{4}$ view of whole train	
B220/10	No.16 <i>Mannin</i> in steam in the yard at Douglas; $\frac{3}{4}$ view from bunker end	
B220/11	No.13 <i>Kissack</i> leaving Douglas with the train in B220/9; $\frac{3}{4}$ view of whole train	
B220/12	Overall view of Douglas station showing No.16 <i>Mannin</i> coupling up to a train ready for departure, and passenger stock in yard to right	
B227/1	Double-headed train leaving unidentified rural station; close-up view of train going away from camera, nearest loco is No.13 <i>Kissack</i>	
B227/2	No.12 <i>Hutchinson</i> arriving at Castletown, driver handing over staff, passengers waiting	
B293/11	Loco No.12 bunker-first with a train at Crosby on its way from St. Johns to Douglas; driver is just exchanging staffs with the signalman	
B294/2	Sunday morning at Kirk Braddan. Open air church services are held at Braddan, and when the line from Douglas to St. Johns was open a special train service operated on Sunday mornings; in this view from the road overbridge loco No.13 is nearest the camera with a lengthy train preparing to leave for Douglas. Just visible beyond are two other locos and the stock to form a second train, all on the single line. Ticket office building in foreground	
B294/3	Loco No.13 bunker-first with a Sundays only Kirk Braddan to Douglas train	
B294/4	Rail bridge over a country road on the Isle of Man with painted sign advertising 2-day "Go as you please, anywhere" tickets for 5/-	
B294/5	The end of the Foxdale branch when the station building was still standing and the rails were still in place, but partly buried	
B294/9	Loco No.12 bunker-first with passenger train about to pass under a road bridge at unidentified location	
B294/10	Unidentified loco with three-coach train at unidentified rural location; a classic $\frac{3}{4}$ view of whole train	
B294/12	A distant view over fields of a steam train on the Port Erin line with the sea in the background	
C839	Loco No.13 shunting at Douglas	24 May 1958
C840	Loco No.12 hauling mixed freight stock at Douglas	24 May 1958
C841	No.5 with a two-coach train for Peel standing at the platform at Douglas ready to depart	24 May 1958
C842	No.12 heading a Port Erin train at Castletown; $\frac{3}{4}$ head-on view, showing whole train	24 May 1958
C843	No.12 heading a train for Port Erin at Port St. Mary; $\frac{3}{4}$ view	24 May 1958
C844	No.12 heading a Port Erin train at Port St. Mary; near head-on view	24 May 1958
C845	Port Erin station with No.12 running round its train	24 May 1958
C847	The former Manx Northern station at St. Johns (latterly serving the Foxdale branch); rails still in position and station building intact; looking towards overbridge	24 May 1958
C848	St. Johns, looking towards the level crossing from the west with derelict wagons in siding on left, running lines on right and hotel advertising Castletown Ales on right	24 May 1958

C849	St. Johns MNR Foxdale branch station viewed through the overbridge, building intact and rails still in position	24 May 1958
C850	Overall view from above of ex-MNR 6-wheeled coaches in siding next to the carriage sheds at St. Johns; these carriages were built by the Swansea Wagon Co.	24 May 1958
C851	View from above of the Foxdale branch at St. Johns looking north with the former MNR station in the distance	24 May 1958
C852	A road overbridge on the Foxdale branch; rails still in position but track very overgrown	24 May 1958
C853	Foxdale station, terminus of the MNR line from St. Johns, looking towards the buffer stops; rails still in position and station building intact; shows shelter on upper line to mines (those rails by then lifted)	24 May 1958
C872	Loco No.5, $\frac{3}{4}$ view near the shed at Peel	26 May 1958
C873	Loco No.5 <i>Mona</i> ready to leave Peel bunker-first with train for St. Johns; station building in background	26 May 1958
C874	Loco No.8 <i>Fenella</i> shunting a carriage at Douglas; freight stock in background	26 May 1958
C875	No.14 <i>Thornhill</i> being serviced at the outer end of Douglas station; $\frac{3}{4}$ view	26 May 1958
C876	Overall view of Douglas station from the signal box with locos 5, 8, 12 and 14 in steam.	26 May 1958
C877	Locos 5 and 14 double-heading a passenger train at Crosby; $\frac{3}{4}$ head-on view	26 May 1958
C878	Locos 14 and 5 double-heading the 10.30am ex-Douglas at Crosby; it will divide at St. Johns, one part going to Pell and the other to Ramsey	26 May 1958
C879	No.5 at St. Johns heading the Peel section of the 10.30am ex-Douglas	26 May 1958
C880	No.5 <i>Mona</i> takes the Peel train away from St. Johns; photographed from the Ramsey portion of the same train from Douglas; $\frac{3}{4}$ view, looking slightly downwards	26 May 1958
C881	No.14 <i>Thornhill</i> broadside in steam at Ramsey	26 May 1958
C882	General view of Ramsey station with No.14 <i>Thornhill</i> on passenger stock preparing for the next departure to Douglas	26 May 1958
C885	Loco No.6 arriving at St. Johns with a train from Douglas	26 May 1958
C886	Loco No.14 shunting the Peel train at St. Johns	26 May 1958
C887	Loco No.5 bunker-first at St. Johns with a train for Douglas; $\frac{3}{4}$ view of whole train	26 May 1958
C888	Looking out from the platform ends at Douglas with a Port Erin train departing on the left, and locos 8 and 16 nearer the camera on the right	26 May 1958
C889	Locos 5, 8 and 16 in steam, standing outside Douglas shed	26 May 1958
C890	Loco No.8 <i>Fenella</i> departing from Douglas with a Ramsey train; No.16 standing alongside	26 May 1958
C891	Loco No.5 shunting in the yards to the south of Douglas station	26 May 1958
C892	No.16 <i>Mannin</i> running in steam past the platform at Douglas	26 May 1958
H2/23	Loco No.10 at Douglas with the shed and works in the background; this is a good $\frac{3}{4}$ bunker-end view of the loco from the station platform	8 July 1965

H2/24	Similar view to H2/23 but with another loco shunting wagons on the left of the picture	8 July 1965
H3/4	Looking along the platform at Port Erin from the buffer stops end with loco No.10, bunker end nearest camera, which has just arrived with a train from Douglas; lots of platform activity	9 July 1965
H3/11	Loco No.8 standing outside the shed at Ramsey; ¾ view from bunker end	9 July 1965
H3/12	Loco No.8 ¾ view with driver doing a spot of oiling at Ramsey; good unobstructed view	9 July 1965
H3/13	St. Johns station, looking towards Douglas, with some passenger stock behind the water tower	9 July 1965
H3/15	Trains crossing on the IOMR; view taken from a carriage window of one train with driver of crossing train apparently handing over the staff to "our" driver, location unknown	10 July 1965
H3/16	Douglas station, looking along the platform towards the buffer stops with steam train in left-hand line and ex- County Donegal Railways railcar set on right	10 July 1965
H3/21	Sunday morning train for Kirk Braddan at the platform at Douglas, conveying worshippers to the regular open-air service; loco is No.11	11 July 1965
H3/22	The train H3/21 on arrival at Kirk Braddan; ¾ view of whole train	11 July 1965
H3/23	Similar to H3/22, but almost head-on	11 July 1965
H3/24	¾ view of loco No.11 with the Kirk Braddan train	11 July 1965
H3/25	¾ view of the stock of the train at Kirk Braddan, taken from the opposite end to H3/24 and the locomotive is not therefore visible	11 July 1965
H3/26	Former County Donegal Railways railcar set and steam train at Kirk Braddan, viewed from overbridge; also shows ticket office hut	11 July 1965
H3/27	View of No.11 taken from the nearest carriage window of the train at Kirk Braddan, showing semaphore signal "off"	11 July 1965
H3/28	The arrival of the return train from Kirk Braddan at Douglas, loco No.11 having uncoupled from its train and about to run round; photo taken from buffer stops so loco is near camera	11 July 1965
J313	Carriage sidings and goods depot at Douglas viewed from the Port Erin line platform (No.3) with loco No.12 <i>Hutchinson</i> marshalling passenger stock, of which the two rear carriages are destined for the 4.0pm to Port Erin	24 May 1958
J314	Loco No.5 <i>Mona</i> at platform 3 at Douglas with the 4.15pm to Peel	24 May 1958
J315	Castletown station, showing station buildings, viewed from a down train for Port Erin	24 May 1958
J316	Port St. Mary station with No.12 <i>Hutchinson</i> on the 4.0pm from Douglas to Port Erin	24 May 1958
J318	The Manx Northern station at St. Johns, looking south-eastwards towards Foxdale; water tower on left	24 May 1958
J319	St. Johns: sidings between the Manx Northern station (to the left) and the main line (to the right); station level crossing just visible to the right; also shows derelict wagon stock	24 May 1958
J320	St. Johns: carriage shed and abandoned Cleminson 6-wheel stock	24 May 1958
J578	No.5 <i>Mona</i> at the water tower at Peel, prior to working the 8.5am to Douglas	26 May 1958
J579	No.5 <i>Mona</i> at the platform at Peel with the 8.5am to Douglas	26 May 1958

J580	No.8 <i>Fenella</i> shunting at Douglas	26 May 1958
J589	Loco No.14 <i>Thornhill</i> (ex-MNR) being coaled at Douglas	26 May 1958
J590	Panoramic view of Douglas station featuring locos (left to right) <i>Mona, Thornhill, Hutchinson</i> and <i>Fenella</i>	26 May 1958
J591	Douglas station, looking outwards, with signal box and carriage shed on left and engine shed and works mid-right	26 May 1958
J592	No.14 <i>Thornhill</i> and No.5 <i>Mona</i> double-heading the 10.30am to Ramsey at Douglas. No.5 was the Peel engine, so would come off at St. Johns	26 May 1958
J603	No.14 <i>Thornhill</i> (ex-MNR) at Ramsey	26 May 1958
J604	A train from Douglas to Ramsey entering St. Johns station; signal box and Foxdale line bridge in right distance	26 May 1958
J605	Locos Nos.5 <i>Fenella</i> and 16 <i>Mannin</i> at Douglas; body Clemminson six-wheeler, on blocks, in use as a mess coach, on left of picture	26 May 1958
J606	The 3.25pm service to Peel and Ramsey leaving Douglas behind No.8 <i>Fenella</i>	26 May 1958
J607	No.16 <i>Mannin</i> $\frac{3}{4}$ view at Douglas	26 May 1958
J1373	No.10 <i>G.H.Wood</i> $\frac{3}{4}$ view at Douglas	4 June 1960
J1374	No.12 <i>Hutchinson</i> $\frac{3}{4}$ view at Douglas	4 June 1960
J2859	Loco No.5 at St. Johns with the 11.0am Peel to Douglas	4 August 1962
J2860	View from elevated position at St. Johns of the 10.25am train from Douglas to Ramsey departing; good distant view	4 August 1962
J2861	View from elevated position of No.10 <i>G.H.Wood</i> arriving at St. Johns with the 10.25am Douglas to Ramsey; good $\frac{3}{4}$ view of whole train	4 August 1962
J2862	Three locos in steam at the outer end of Douglas station; all viewed from bunker ends; locos are Nos.5, 10 and 13	4 August 1962
J2867	No.10 <i>G.H.Wood</i> approaching Douglas with the third return Sunday morning train from the church service at Kirk Braddan	5 August 1962
J2868	Loco No.11 banking the 2 nd Sunday morning train to Kirk Braddan (for the church service) as it leaves Douglas, just clear of the signal box	5 August 1962
J2869	The road approach to Kirk Braddan with a train awaiting its return passengers	5 August 1962
J2870	Distant view of the 4pm Ramsey train taken over fields near St. Johns	4 August 1962
J2871	Similar to J2870 but train is further away and barely discernable	4 August 1962
J2872	Loco No.10 <i>G.H.Wood</i> at St. Johns with the 4.25pm Peel to Douglas	4 August 1962
J2873	Loco No.10 <i>G.H.Wood</i> with the 4.25pm train for Douglas	4 August 1962
J2874	Loco No.13 <i>Kissack</i> being checked and oiled at the water point at Peel	4 August 1962
J2875	Loco No.12 bunker-first at Castletown with train; $\frac{3}{4}$ view	6 August 1962
J2876	Port Erin with No.12 ready to leave with a train for Douglas; $\frac{3}{4}$ view	6 August 1962
J2877	Looking towards the buffer stops at Port Erin, alongside stock of a train ready to depart for Douglas	6 August 1962
J2878	Port Erin: looking along the platform towards the buffer stops with carriage stock at both platform faces	6 August 1962

J2879	Port Erin: overall view from further back from the station than J2878, showing a lot of carriage stock at platform and in sidings	6 August 1962
J2880	The impressive road-side exterior of Port St. Mary station building	6 August 1962
J2881	Loco No.12 (only just visible) with a train at Port St. Mary; good view of carriage stock	6 August 1962
J2882	Ramsey station, looking towards the buffer stops; no train	5 August 1962
J2886	<i>Maitland</i> heading the 4.55pm departure from Douglas, seen on the outskirts of the town; <i>Maitland</i> was assisted in the rear by <i>Fenella</i> (see J2887)	6 August 1962
J2887	<i>Fenella</i> on the rear of the 4.55pm departure from Douglas, seen on the outskirts of the town	6 August 1962
J2888	Loco No.5 on the outskirts of Douglas with the 5.0pm arrival	6 August 1962
J2889	A good view of the picturesque station building at Port Soderick	6 August 1962
J2890	A train at the platform at Port Soderick; view of train from rear (guard's van door wide open) and loco a far end, but nevertheless an attractive view	6 August 1962
MHW55	The pair of semaphore starter signals at Douglas	7 June 1959
MHW57	No.5 <i>Mona</i> running round its train at Port Erin	8 June 1959
MHW60	No.5 <i>Mona</i> with an up train between Port Erin and Port St. Mary, viewed over fields	8 June 1959
MHW69	No.13 <i>Kissack</i> about to leave Douglas station with a train of ECS	8 June 1959
MHW81	Roadside frontage of Douglas station	10 June 1959
MHW83	No.6 <i>Peveiril</i> reversing into the platform road at Douglas station to pick up its train – the 10.15am to Peel and Ramsey, which will divide at St. Johns	10 June 1959
MHW84	No.6 <i>Peveiril</i> running round its train at Peel	10 June 1959
MHW86	No.6 <i>Peveiril</i> at St. Johns, heading the 12.20pm to Peel; $\frac{3}{4}$ view from bunker end	10 June 1959
MHW87	No.5 <i>Mona</i> on a train for Ramsey and No.6 <i>Peveiril</i> on a train for Peel, at St. Johns	10 June 1959
MHW92	No.14 <i>Thornhill</i> with a Douglas – Ramsey train about one mile west of St. Johns, on embankment, viewed from below	10 June 1959
MHW110	Locos Nos.5 and 12 in Douglas station	13 June 1959
R1265	Head-on view of train at Quarter Bridge	3 June 1967
R1266	4-wheel van at St. Johns, broadside view	
R1267	Train crossing Glen Moar viaduct; broadside view	
R1268	No.8 <i>Fenella</i> bunker-first on passenger train; first coach is F42, only partly visible	
R1269	Former County Donegal Railways railcar set arriving at St. Johns, forming a train for Ramsey	
R1270	Slotted post semaphore signal near Castletown	
R1271	<i>Maitland</i> outside the loco shed at Peel	
R1272	<i>Maitland</i> ready to leave Douglas with train	
R1273	No.5 $\frac{3}{4}$ view in steam at Douglas	
R1274	<i>Fenella</i> at Douglas, $\frac{3}{4}$ view outside the station	
R1275	$\frac{3}{4}$ view of <i>Fenella</i> at Douglas with the works in the background, and IOMR lorry transferring luggage from train	
R1279	Foxdale station, brick building intact, track in situ	

R1280	<i>Maitland</i> coupling up to a train at St. Johns	
R1281	Port Erin with unidentified loco in foreground; coach F16 and other stock in station	
R1282	$\frac{3}{4}$ view of train arriving at Castletown	
R1283	Loco using the engine release crossover at the buffer-stops end of Douglas station	
R1286	No.8 arriving at St. Johns with a train from Ramsey	
R1287	No.8 detaching from its train, going to take water at St. Johns	
R1288	No.8 at St. Johns, running round its train; $\frac{3}{4}$ view	
R1289	Frint end detail of No.8, taken whilst coupling up to passenger stock at St. Johns	
R1290	Similar to R1289	
R1291	The Sunday Kirk Braddan train climbing away from Douglas behind No.12; broadside, plenty of smoke and steam	
R1292	The Sunday Kirk Braddan train climbing out of Douglas; loco and part of first coach only in picture	
R1293	Ex-CDJR railcar set climbing out of Douglas	
R1294	The Sunday Kirk Braddan train reversing at Kirk Braddan before returning to Douglas	
R1295	Sunday train from Kirk Braddan (open-air service) on its return journey to Douglas	
R1307	Train hauled by No.12 on the bank near Douglas	
R1308	Banking engine (unidentified) assisting a train out of Douglas	
R1309	Train near Port Erin; $\frac{3}{4}$ broadside view over fields	
R1310	Train in deep rock cutting; loco chimney-first, good head of steam	
R1312	No.1 at Douglas, broadside view, with small dragline excavator on caterpillar tracks in the background	
R1313	<i>Mannin</i> near the starter signals outside Douglas station	
R1314	<i>Mannin</i> and No.1 by the water column, Douglas station	
R1315	No.1 left-hand rear $\frac{3}{4}$ view outside Douglas works, which are in the background	
R1316, R1317 and R1318	3 similar views of No.11, rear $\frac{3}{4}$ and other angles, in steam outside Douglas works	
R1319	Double-headed train leaving Douglas, $\frac{3}{4}$ view looking forward to locos	
R1320	Ex-CDJR railcar set near St. Johns, viewed $\frac{3}{4}$ broadside over field	
R1321 and R1322	Trains near St. Johns, viewed across fields; two views of different trains	
X518 #	Isle of Man Railway: 2-4-0T No.14 close-up view approaching camera with the guard riding on the footplate; location not yet identified	
X519 #	Isle of Man Railway: activity at St. Johns; No.12 <i>Hutchinson</i> takes water before leaving for Douglas with the 10.0am ex-Ramsey; No.8 <i>Fenella</i> is in the background with the Ramsey portion of the 10.25am ex-Douglas	24 June 1961
X520 #	Unidentified IOMR locomotive; $\frac{3}{4}$ close-up view	
X521 #	IOMR 2-4-0T No.2 <i>Derby</i> standing outside Douglas shed in steam; $\frac{3}{4}$ view from bunker end	

ISLE OF MAN ROAD CAR CO.

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4275B	Two Isle of Man Road Services single-decker buses CMN691 Leyland LT9 from 1938, fleet No.37 and HMN787, Leyland PS1/1 from 1948 fleet No.34, destination blinds "Glen Wyllin" and "Ramsey" respectively, at Ramsey	
5697	Dennis Falcon single-decker (formerly with Aldershot & District) in service with Isle of Man Road Services on a working to Peel as 23HMN	
7040C	Isle of Man Road Services double-decker fleet No.70 Reg. No.KMN500 destination blind "Ramsey" at unidentified location; head-on $\frac{3}{4}$ view	
7142	Isle of Man Road Services single-decker fleet No.116, Reg. No.MN5454; $\frac{3}{4}$ view in depot	

DOUGLAS MARINE DRIVE TRAMWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B294/6	Port Soderick, Isle of Man: viewed from the south side of the bay, showing the structures of the Douglas Marine Drive Tramway; the picture also features holidaymakers on the pier queuing to join a boat for the return trip to Douglas	
C871	Steel viaduct carrying the track between Douglas and Port Soderick, 4ft 8½in gauge	25 May 1958
J577	Douglas Southern Electric Tramway (Marine Drive) Walberry viaduct, abandoned since 1939, late evening view hence sub-standard	25 May 1958

ISLE OF MAN RAILWAYS ROAD VEHICLES

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
7143	Isle of Man Railways "Express Freight and Parcels Services" Leyland lorry, Fleet No.102, Reg. No.830EMN on the Promenade at Douglas	

RAILWAYS ON JERSEY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5642A	The former station house at Corbiere, westerly terminus of the Jersey Railway. Photographed long after removal of track.	
5642B	St. Brelade station, Jersey, station building long after closure of the railway	
5643A	Millbrook station, after closure of the railway and conversion of the station into a café. Millbrook was the half-way station between St. Helier and St. Aubins stations on the Jersey Railway. There was a passing loop where the people are sitting in deck chairs in the photograph.	
5644B	Gorey Village station long after closure of the railway	
5645A	Unidentified former station building on Jersey, after conversion into a residence	

5645B Pontiac station on Jersey, still carrying its nameboard. It has since been demolished.

RAILWAYS ON ALDERNEY

Ref number Description

*Date taken
(where known)*

- 7417 Overall view of Mannez quarry, Alderney, Channel Islands, *ultime thule* of the Alderney Railway. A short rake of stone tippler wagons is visible. The principal function of the quarry was to provide stone for sea defence works at Fort Grosnez on the opposite side of the island (see also Refs 7431 and 7435)
- 7431 Sea defence works in progress alongside Braye Harbour, Isle of Alderney. Ruston and Hornsby 4wd *Molly II* (see below) has charge of a rake of five or six tippler wagons, laden with massive blocks of stone, and is being assisted unloading by a caterpillar crane.
- 7435 Cab-first view of Ruston and Hornsby 88hp 4wD *Molly II* (RH42548 of 1958) at Fort Grosnez, Isle of Alderney. Note the lifebelt mounted on the cab rear, which carries the locomotive name! The standard gauge Alderney Railway fell into dereliction during the Second World War, but was rehabilitated in the 1950s to transport stone for sea defence works from Mannez Quarry to Braye Harbour, a distance of some two miles. It is now operated by a preservation society, which has re-introduced a limited steam-hauled passenger service.

YOUR HELP WILL BE GREATLY APPRECIATED -- If you can identify the locations in unidentified pictures in any of my lists (including the above) do please write and let me know. If you are the first with the correct information you will be credited with the price of the print that you purchased. All these pictures were taken about 50 years ago and regrettably we didn't keep notes of all travels at the time. So by helping with identifications you will not just be helping me but all the other users of this service. Many thanks.