

# TEACHER NOTES

## Summarising *Train Story!*

Summarising knowledge and information



## Contextual Summary

This is an English writing composition task that enables students in key stages 3 and 4 to summarise information they learn from the *Train Story* exhibition at the Isle of Wight Steam Railway. The task enables students to demonstrate their understanding of the knowledge gained in a coherent yet succinct way.

This task asks students to take notes on four specific learning areas that are at the core of the *Train Story* exhibition. Students can then craft summaries for these four learning areas (either on-site or post-visit), demonstrating their understanding and summarising the key information.

Teachers could specifically ask students prior to the visit to pay attention to the relevant aspects of the exhibition to enable effective completion of this task.

This task has cross-curricular links with History as it explores many cultural and historical aspects of the railways on the Isle of Wight.

## Task Implementation

This task has two stages - the notes taken when exploring the exhibition, and the summaries written afterwards. The second part of the task could be completed on return to accommodation or school.

Note: A teacher information sheet that outlines the key railway events in the exhibition, is attached to the end of this teacher note, allowing the teacher to gauge possible answers.

## Ability Levels

There are two versions of this resource, generally adapted for mixed ability students at key stages 3 & 4. These could be adapted further by teachers if required, e.g. for SEN.

## Key skills practised in this unit:

- ▶ Note-taking / recording information
- ▶ Comprehension / synthesising information
- ▶ Writing to inform
- ▶ Crafting a summary

## Relationship to Curriculum

The above skills are required to be taught and practised as per the National Curriculum 2014, for key stages 3 and 4, ENGLISH/Writing - COMPOSITION.

### SUBJECT

English

### UNIT

Writing - Composition

### OPPORTUNITIES FOR USE

- ✗ Pre-Visit
- ✓ On-Site Activity
- ✓ Post-Visit
- ✗ Peripheral Task



45 - 60 Mins

### APPLICABILITY



KS3, KS4



S1 - S5

### CURRICULUM / SYLLABUS

- ✓ National Curriculum 2014
- ✓ Curriculum for Excellence

Applies to Resources numbered:



## Learning Opportunities

### Pre-Visit

Some research on the history of the railways on the Isle of Wight and their decline would be useful. Students could possibly also research the restoration of railway rolling stock and how/where in the UK this is done.

### During the Visit

Completion of the task/resource linked to this document.

*Summarising Train Story!*

Resource ID: **101571** (KS4 mixed ability), **101572** (KS3 mixed ability)

### Post-Visit

Completion of the task/resource linked to this document.

*Summarising Train Story!*

Resource ID: **101571** (KS4 mixed ability), **101572** (KS3 mixed ability)

## Enrichment Opportunities

The *Train Story* exhibition offers many opportunities for gaining knowledge about the social, cultural and historical aspects of the railways on the Isle of Wight; this will further inform and compound learning about the history of transport in the UK.

## Learning Outcomes

Students will be able to demonstrate that they can take relevant notes, and ultimately craft effective, coherent and succinct summaries that reflect the information gleaned from their visit to the exhibition.

## See Also...

Other resources at Isle of Wight Steam Railway relevant to these age groups include:

<b>101013</b>	English	10 Questions to ask at the Steam Railway
<b>101383</b>	English	Comprehension of Information
<b>101122</b>	English	Understanding railway texts
<b>101112</b>	English	Review and Comment
<b>101033</b>	English	Creative writing task: can you design?
<b>101133</b>	History	Railway Chronology

For further details visit [www.edudest.info](http://www.edudest.info) and click:

- ▶ *Resource Finder* - to locate specific resources identified above
- ▶ *Venue Finder* - to learn more about education at this venue
- ▶ *Subject Finder* - to find other relevant Isle of Wight venues



## TRAIN STORY

### Summary of key information in the Train Story exhibition

This information will help teachers support students in their summarising task

#### Welcome to *Train Story*

150 years of railway history on the Isle of Wight covered by the exhibition.

#### Haven Street gets its railway

The Ryde and Newport Railway Company open its line to connect the two key towns.

Then stations are built at Ashe and Whippingham, Haven Street and Wootton.

Haven Street was originally a single platform.

A siding was added to serve the village gasworks, where coal was roasted to produce gas for use in people's homes.

Whippingham Station was built in the hope that Queen Victoria, who lived nearby in Osborne House, would use it. She did use it once, during an official visit to the National Consumption Hospital in Ventnor.

1875

#### The coming of the 'Southern'

Most of the independent railways in southern England were merged to create the Southern Railway and this included all the Island's companies.

The railways had become run down after WW1 and Southern Railway invested in improvements. Some lines became double-tracked which made services more frequent and reliable. Tracks and bridges were strengthened for heavier trains and the railway's main port for the import of goods, Medina Wharf, was rebuilt.

The railway system provided the main transport links across the Island, linking the principal towns and ports before the advent of cars, buses and lorries.

Alistair McLeod took charge of the Island's railways and was responsible for naming the locomotives after the local towns and villages.

1923

#### WW2

The railways were busy during WW2 carrying workers to the aircraft and shipbuilding factories in Cowes.

#### 1862 The First Railways

First railways open to support travel and commerce, to take people to work, to school and on holiday.

The Cowes and Newport Railway opened a four-mile line. Seven trains ran a day.

1864: IOW Railway Company build the line between Ryde St John's Road and Shanklin, extending to Ventnor in 1866.

Ryde Tramway was set up by Ryde Pier Company to take passengers from St John's Road through the streets and up the pier as it was quite far to walk.

#### 1900 55 miles of railways on a small island...

By the end of the Victorian era the Island had some 55 miles of railway and 34 stations. The mainland ferry companies built a line directly linking the station at Ryde directly to Ryde Pier Head, which was half-a-mile out to sea. This enabled through trains to link the Island's main towns with the ferries.

Ten different companies had built the Island's railway system, and in the 1880s they had started to merge.

#### The Beginning of the End

The Island's railways were neglected and run down during WW2.

In 1948 almost all railways were nationalised and the Island's railways became part of British Railways Southern Region.

Summer holidaymakers returned and the 1950s were the heyday of the 'bucket and spade' holidays. However, the increasing use of cars and buses meant that the railways started to lose money.

First to close was Merstone to Ventnor branch in 1952, with lines from Brading to Bembridge and Newport to Freshwater closing the following year. Wootton and Whippingham stations also closed. In 1958 the direct link between Sandown and Newport was shut.

1952





## 1966 The Last Trains

The Beeching Report proposed the closure of all remaining Island lines.

Eventually it was agreed to keep the Ryde to Shanklin line open, and that it would be electrified.

In February 1966 the line from Ryde to Newport to Cowes through Haven Street was closed, followed two months later by the section from Shanklin to Ventnor. Apart from two main steam locomotives which were retained for use on engineers' trains, the remaining engines and carriages made their final journey to Newport and were broken up for scrap.

On 21 March 1967 the 'new' electric service began. It used former London Underground trains; these were already over 40 years old.

The Wight Locomotive Society was formed to save one of the O2 Class locomotives that had formerly operated on the Island's railways.

Through the generosity of donors, £900 was raised and *Calbourne* was purchased and saved.

## 1971 Isle of Wight Steam Railway is born and restoration begins

The IWSR carriages and wagons were abandoned at the derelict Newport station in 1967, and their sole locomotive, *Calbourne*, was marooned at Ryde.

*Calbourne* was hastily moved, with the fleet of carriages and wagons, to Haven Street, on 24 January 1971.

The IWSR passenger service started with trains running only on summer Sundays and bank holidays.

During the next few years the line was restored to Wootton and more carriages, wagons and the locomotives *Invincible*, *Ajax*, *Newport* and *Freshwater* were acquired.

1971



## 1991 All Change!

The IWSR extended the railway by three-and-a-half miles from Haven Street to a new station at Smallbrook Junction on the Ryde-Shanklin line.

Hundreds of volunteers gave up their weekends for two years to lay the track.

The talent of the restoration team was recognised with an award for its work on the first of the Victorian four-wheeled carriages. The restoration of other carriages followed, enabling the IWSR to run two trains.

2004

## First Class Service

The new carriage and wagon workshop was opened by HM Queen Elizabeth II in May 2004. Since then many engines and carriages have been restored. This is very expensive and the IWSR have been helped by the Heritage Lottery Fund.

The flagship locomotive, *Calbourne*, even has an adapted carriage for wheelchair users.

## Into the future...

Volunteers will continue to restore and renew the locomotives, carriages, wagons and other rolling stock.

Now, these can be protected from the elements within the Train Story building, and seen for all to enjoy.

