



SOUTH DEVON RAILWAY
BUCKFASTLEIGH

WELCOME TO THE SOUTH DEVON RAILWAY, BUCKFASTLEIGH

Due to the coronavirus restrictions, we are currently unable to run trains to Totnes, but you are very welcome to look around our site and view the exhibits and restoration work in progress.

The South Devon Railway is run by a charitable organisation and, as we currently do not have any income from train fares, our continued survival is entirely dependent on your donations.

Suggested Minimum Donation for Site Entry £5 per Person

Site entry is free but any donation you can make, large or small, is very much appreciated.

If you are a qualifying taxpayer and willing to allow us to collect gift aid on your donation, please speak to one of our stewards and complete a gift aid form.

Please observe social distancing throughout this site walk. Parts of the route are of a rural nature and not paved so may be unsuitable for pushchairs and wheelchairs.

Toilets are only available on the station platform which is at the end of the walk. Hand sanitiser is available on entry and exit, at the Running Shed and North Signal Box. Some exhibits may not be available, due to operational or staffing reasons.

Thank you.



LOOK OUT FOR THE LETTERS AS YOU GO AROUND OUR SITE.

A

Children's Playground

The children's playground can be accessed via the footpath immediately on the right as you enter. The path is narrow so please respect social distancing if other people are using it.

Haytor Tramway Exhibit

Next to the path to the children's playground on your right immediately after entering. This year marks the 200th anniversary of the construction of the tramway and would have been celebrated by a series of events on Dartmoor had coronavirus not intervened.

B

Railway Yard

As you continue along the path, the fence on the left marks the boundary of the operational railway and our storage yard. In the sidings are a number of carriages and wagons, all of which date back to the first half of the last century. Those on display may vary but which of the following you can spot?

Carriages

British Railways built thousands of 'Mark 1' coaches during the 1950s and 60s to replace the aging coaches inherited from the pre-nationalisation companies. There were several configurations of Mk. 1 stock.

W34550 (Brake Second Corridor) Louise

A BSK (Brake Second Corridor) built at Derby in 1952. It was named Louise by its owner, the Dartmouth Steam Railway.

W1917 (Restaurant Unclassified)

A British Railways Mk. 1 coach, built at Swindon works in 1958, it has 33 seats, a pantry, kitchen and linen cupboard.

W4962 (Tourist Second Open)

A British Railways Mk. 1 coach, built at Wolverton Works in 1960, it has 64 seats.

W4785 (Second Open)

A British Railways Mk. 1 coach, built at York in 1957, it has 48 seats, laid out four on either side of a central vestibule.

W25728 (Second Corridor)

A British Railways Mk. 1 coach, built at Derby in 1961, it has 64 seats.

233 (Auto trailer)

This has an interesting history. After a career in the west country, it became British Rail Railway Technical Centre's Test Car No 1 in 1971. The seats were removed, as was the auto equipment and, it was fitted with a 240v generator, dual air and vacuum braking, kitchen and workshop for use in its new role. It also lost many of its original features but is now back in passenger service. Its claim to fame is that it is the only wooden bodied coach to have travelled through the Channel Tunnel.

Wagons

Until 1968, it was a legal requirement for the railways to carry sundry goods traffic delivered to stations and they built a variety of different wagons to carry this. In 1938 there were over 1.24 million wagons; by 1967 this had reduced to fewer than 500,000 and by the mid 70s it was fewer than 250,000. Now, all the old wagons have disappeared from the main line and freight is carried in bulk loads in tanks, hoppers or containers.

GWR 'TOAD' Brake Van, No. 68777, Built 1939, weight 20T

The guard would use the brake van's brakes to assist with keeping the train under control on downwards gradients and whenever he could see that the locomotive's crew was attempting to slow the train. Route knowledge would allow the guard to initiate the braking before the driver.

The wheel handbrake could be screwed down to keep the loose screw couplings taut, to minimise the risk of snapped broken couplings from "snatching" or jerking.

Milk tank, No. 2016, Built 1947, weight 14 tons

This is glass lined and has a capacity of 3,000 gallons or 24,000 pints/13,640 litres - enough pasteurised milk to supply the daily needs of about 35,000 people. The total weight when fully loaded is 29 tons which is equivalent to an empty passenger carriage, hence its three axles.

BR(W) 'Fruit D' Ventilated Van, No. 92035 Built 1958, weight 10 tons

Built to carry perishable market garden produce so has additional ventilation slats in the sides to allow cool air to circulate. They were also fitted with gas lighting.

When not being used on seasonal traffic they were used for express parcels traffic.

GWR 'Mogo' Covered Motor Car Van, No.126359 Built 1934, weight 8 tons

These were built to carry motor vehicles in the days when cars were much smaller and a lot narrower than they are today. Would your car fit in one of these?

GWR 'Mink B' box van with ventilators, No.16295 Built between 1907 & 1912, weight 8 tons

Hundreds of box vans like these were built to carry all manner of boxed or bagged sundry traffic that needed to be kept dry during transit.

Private Owner 5 Plank Open Wagon, No. 107 - Renwick & Wilton, weight 6 tons

An example of the hundreds of privately owned open wagons used for bulk products such as coal, iron ore, aggregates and china clay. This wagon was used for transporting coal from Kingswear wharf to Hollicombe Gasworks in Torquay. Each ship would fill 160 wagons and the traffic continued until 1963. The gasworks closed 1968.

Most were constructed with timber bodies on steel underframes and those in private use were eventually repainted after the second world war by the nationalised British Railways and slowly scrapped in favour of new steel bodied wagons.

5 Plank open wagon 108207, weight 6 tons

This is a general user version of the Renwick and Wilton private owner wagon.

BR Lowmac 230935, weight 13 tons

Built to carry machinery, the low floor aided loading and unloading.

Diesel Shunter

BR 0-6-0DE D3721

Our diesel shunter used for works trains and general shunting duties is also usually in the yard.

These locos have English Electric 6KT engines and weigh 49 tons. Fuel capacity is 668 gallons. D3721 entered service with the Southern Region of British Railways on 17th April 1959 where it is believed it spent its whole working life. The SDR purchased it in 2010.



Steam locomotive

GWR 0-6-0 3205

3205 was built by the GWR in Swindon in 1946 and is the sole surviving member of the 120-strong 2251 class of locomotives designed by C. B. Collett. The class was built for use on lightly laid lines in Wales. When 3205 was withdrawn from service in 1965, she was bought for preservation by the 2251 Fund, whose principal trustee was preservation pioneer, the late David Rouse, and became the second locomotive to arrive at Buckfastleigh for preservation later that year.



Loco shed

On the left you are now approaching our Running and Maintenance Shed. You can see the compound where we store our coal supply for the steam locomotives. There is also a separate compound for the ash that is disposed after the fire is dropped at the end of the day. You will be able to visit the shed a little further on in the walk.

D

Garden Railway

On the right is a running track for the South Devon Garden Railway Group who will be running their models on some of the days we are open. There is a double track standard gauge mainline laid with 45mm Gauge One track, two narrow gauge circuits, one of 32mm track gauge and one of dual 32mm and 45mm gauges. Live steam, battery and clockwork locos can be operated.

E

Lee Moor Tramway Shed

The Lee Moor Tramway was a 4'6" gauge railway (as opposed to 4'8½" gauge on the national network) that ran from the china clay quarries at Lee Moor on the edge of Dartmoor to the docks at Plymouth. It was worked by two steam locomotives at its northern end and horse drawn at the southern end with a steep rope worked incline in between. We have one of the locomotives as a static exhibit here along with a number of other artefacts from the now defunct line including one of the small wagons used to transport the china clay.

Also in this area there are some examples of carriage bogies, loco firebars, vacuum cylinders and other carriage and locomotive parts.

F

Running and Maintenance Shed

On your left is the access to the Running and Maintenance Shed where you can see some of our steam locomotives.

GWR 0-6-OPT 1369

The 1366 class of GWR locomotives was built for dock shunting to replace ageing Cornwall Mineral Railway locomotives. For much of her life, she worked at Swindon works, where she was used for shunting the extensive works facilities. In 1960, she was transferred to BR Southern Region stock to work the Weymouth Quay branch. In 1962, she went to Wadebridge shed to work the Wenford Bridge china clay branch in Cornwall.



GWR 2-6-2T 5542

5542 was built in 1928. She was first allocated to Gloucester then over next 33 years at Bristol, Taunton, Newton Abbot and Westbury. Withdrawn in 1961, she spent 14 years in at Woodhams scrapyards in Barry before being rescued for preservation. She has been nicknamed 'The Planet's Favourite Prairie'.



There is also access via the steps to the viewing gallery for our workshop

Please note there is a one in one out policy for this, please observe the signs or the instructions of our steward.

Workshops

In addition to restoration work on our own locomotives and carriages, we have a busy outside contract business. The main workshop that you see from the viewing gallery specialises in the overhaul and construction of complete wheelsets for locomotives and carriages. We do work for other heritage railways and train operating companies and are able to carry out certain processes no longer available elsewhere

The large machines you see on the right hand side of the works are specialist lathes, mainly from former railway workshops. They deal with the machining of all aspects of a wheelset, including the bearing surfaces, preparing new tyres for fitting to existing wheels and profiling the tyres to run on the rails after fitting.

At the far right corner of the works is the Tyre Hearth used to heat tyres prior to removal if they are worn down to scrap size or to expand new tyres sufficiently so we can drop the wheelset back in place.

In the near right hand corner, we have a wheel press that is used to press wheels on and off axles by hydraulic pressure.

The track in the workshop is provided with a 'wheel-drop' – a hydraulic platform that enables a set of wheels to be lowered out of a vehicle, or lifted back in. The works has three overhead gantry cranes for moving heavy items around the works. Incidentally, new tyres are generally obtained from one of the world's few remaining suppliers in South Africa.

G

Storage Sidings

As you leave the Running shed and workshop area, turn left on to the site path. On your right are storage sidings with some of our longer term overhaul projects, including our two largest steam locomotives.

GWR 2-8-0 3803

3803 was completed at the GWR's Swindon factory in January 1939. She spent most of her time plodding round the GWR system on heavy freight trains, being shedded first at Tyseley, then Banbury, Southall and Cardiff Canton, before finishing her days at Severn Tunnel Junction. Withdrawn in July 1963 and sent to Woodham's scrapyards in Barry, before being rescued in 1983 and restored.



GWR 4-6-0 4920 Dumbleton Hall

4920 was built by the GWR in Swindon works in 1929. Initially allocated to Old Oak Common, she was also shedded at Oxford, Cardiff and Reading, then Taunton for much of the 1950s before transfer to Laira shed in Plymouth. After travelling 1,396,966 miles, Dumbleton Hall was withdrawn in 1965 and sent for scrap to Woodham's scrapyards in Barry. She was bought for preservation in 1974.



Once past these, the path will take you across the access road to some of the site storage areas for the workshop. Please do not stray onto this road as it is in frequent use by forklift trucks.

H

Woodland area

Our gardens and site outside the operational railway and workshop areas are full of wildlife, flora and fauna. The tree clump you are now passing through and the wooded areas surrounding our boundary are used as fly routes by rare and protected greater horseshoe bats. The bats only fly at dusk, so you won't see any during your visit unfortunately!

Follow the path through the gate beyond the miniature railway track and turn left towards our carriage shed

I

Carriage Shed

This is a new building completed in 2018 courtesy of a Landfill Credits Grant from Viridor Recycling, Resource & Waste Management Ltd. It was constructed to blend in with the surroundings and reflect the traditional design of operational railway buildings from the steam era with roof mounted ventilation grills. It is open sided to maintain an air flow which dries out carriages if they are stabled in there after a day of rain. This has also allowed the bats to fly in and around the building.

The first three carriages you see are:

W240W (Auto trailer)

These coaches have windows in one end and a set of driving controls comprising vacuum brake handle, regulator handle, automatic warning system and warning gong for push and pull operation.

W240W was last used between Yeovil Town and Yeovil Junction. It is very derelict and has not been used for many years. It is now awaiting a major rebuild.

GWR Victoria Saloon No 249

Coach No 249 is one of the few GWR vehicles built with what is described as a 'royal clerestory roof'; that is with a domed end overhanging the body. It was designed by William Dean and delivered in October 1894 for use as a directors' saloon. It was able to seat 24 people and was used as part of Queen Victoria's royal train when required.



GWR Dynamometer Car No 790

No 790 is GWR chief mechanical engineer, George Jackson Churchward's dynamometer car and was built in 1901. It was designed for measuring engine performance and was marshalled behind the locomotive while the technicians in the coach monitored speed, steam pressure, coal and water consumption, tractive effort and so on. There was also a retractable, flangeless wheel for recording speed, which could be raised and lowered on to the track as required.



These all need extensive and expensive restoration and illustrate the challenges of maintaining a heritage railway in the 21st century. This is why we depend so much on donations and grants to help us carry out the work we do.

The next two carriages are Super Saloons.

GWR Ocean Saloon No 9111 King George and 9116 Duchess of York

The Great Western built eight Super Saloons, or Ocean Liner Saloons, between 1931 and 1932 for use between London Paddington and Plymouth for the all-important trans-Atlantic ocean liner traffic. The GWR's answer to Pullman coaches, these were very luxurious coaches, each carrying a name after a member of the Royal Family, with free-standing armchairs arranged around tables hinged to the wall. A supplement of ten shillings (50p) on top of the first class fare was charged to travel in these carriages.



As you leave the carriage shed you can see:

GWR Corridor Brake Third No 1645

1645 is a brake third designed by C. B. Collett and built in 1938. It was commonly referred to as a 'Sunshine' coach as it once formed part of the regular Cornish Riviera Limited set.

BR Diesel Railcar W55000 (Bubble car)

Built by Gloucester Railway Carriage & Wagon Works, W55000 operated on lightly used branch lines. It was built in 1958 and was initially based in the south west and worked on lines such as the South Brent to Kingsbridge line before moving to Tyseley in the West Midlands.

Workshop

You have now reached the other end of our workshop where our boiler shop is located.

In our boiler shop, we can build a completely new boiler, but most of our work is repair of old existing boilers. We can press boiler plates to the many and various shapes needed in the construction of a steam locomotive boiler. We have several presses to carry out this work including the giant 'John Shaw' press that exert up to 700 tons pressure.

The small turntable we use to move boilers in and out of the boiler works came from the Morris Cowley car factory in Oxford.

WARNING: If you do see arc welding taking place **DO NOT look at the process.** This should not happen as operators use screens to prevent this but be aware!

K

Diesel Locomotives

BR Co-Co D402

The fifty English Electric Type 4 locomotives (class 50) were built by English Electric Co at the Vulcan Foundry at Newton-le-Willows. D402 started life at Crewe in 1967 and moved to Bristol Bath Road in 1973 and Laira three years later. D402 was renumbered 50 002 in 1974 and named Superb in 1978.

BR Co-Co D6737

British Railways English Electric Type 3 locomotives (class 37) were commissioned as part of the 1955 British Railways modernisation plan to replace steam fleet with diesel. D6737 was built at Vulcan Foundry in 1962 was sent new to Hull Dairycoates. By the early 1990s, it was at Bristol Bath Road on freight duties down as far south west as Cornwall. In 1999, it moved to France for a year and was finally withdrawn in 2003.

BR Bo-Bo D7612

D7612 is a Sulzer Type 2 locomotive (class 25), built at Derby works and first allocated to Glasgow Eastfield in April 1966, moving to Derby, Nottingham and Birmingham until allocated to Bescot in 1973. It is thought to be the last of its class to work a normal BR service in April 1987.

BR Bo-Bo D7535

D7535 is another Sulzer Type 2 locomotive (class 25), built at Derby works in 1965. First allocated to Nottingham, it was withdrawn from Crewe in 1984.

BR Bo-Bo D6501

The 'Cromptons' as they were known (class 33), were built by the Birmingham Railway Carriage and Wagon Co. at Smethwick in 1959. They were used for mixed traffic work from pick up freights and shunting to fast passenger work on BR Southern Region. It was first allocated to Hither Green and withdrawn from Stewarts Lane in 1996.



Buckfastleigh North Signal Box

This is the old signal box which used to control the whole of Buckfastleigh station. This controlled the whole of the station, including the line up to Ashburton and the goods sidings. But in 1971, works started to widen the A38 which buried the section to Ashburton and the sidings here at Buckfastleigh.

You are now walking through an area which was the original goods yard, most of which is now underneath the embankment for the A38 trunk road on your right. On the left the former goods shed is now home to our carriage repair works and small museum which is currently closed for refurbishment. The goods shed is much larger than normal for a small country station, but this is because of the large volume of wool traffic despatched by rail from the mills in the town.

You can now make your way to the exit of the site walk where you will find our shop and toilets. Refreshments are also available at the kiosk which is in the main car park. You may also wish to visit Dartmoor Otters, also in the car park, for which there is a separate charge.

SOS Appeal

As a result of the coronavirus pandemic, we have had to suspend all our services until we are confident that we can carry our passengers in complete safety and ensure that our staff and volunteers similarly can remain safe and healthy.

This has meant that railway has had virtually no income this year.

In order to keep our railway operating in this, our 51st year, we are appealing for funds from our friends, supporters and the general public.

Please visit www.southdevonrailway.co.uk/fundraising, watch our video and donate if you can. Thank you.



BUCKFASTLEIGH STATION

To A138

ENTRANCE

Gift and Model Shop

Toilets on platform

Platform

Kiosk

NO ENTRY

Car Park

Darmer Offers

Workshop & Running Shed

Garage Shed

River Dart

