

BRITISH RAILWAYS in DEVON

The following black and white photographs of railways in Devon are available from Hugh Davies, Apartment 8, Caesar's Place, Ockford Road, Godalming, Surrey, GU7 1QW. For current prices and details of many other lists available please see Leaflet PL. Please always send a large, stamped, addressed envelope and 40p per list. Stamps are acceptable. Postcard size prints are normally available from stock. Larger size prints are only made against specific orders.

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.

This list and further information is available on our website www.photosfromthefifties.co.uk

New additions in this issue are highlighted in red

The following lists may also be of interest:

- List IND: Standard gauge Industrial railways
- List COR: Cornwall
- List DOR: Dorset

PLYMOUTH LAIRA AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5443	The exchange sidings between the Lee Moor Tramway (4'6" gauge) and the former LSWR lines at Laira Bridge, Plymouth. The tramway is the line on the right of the picture	

HALWILL - TORRINGTON

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
524A	Halwill Junction train about to leave Hatherleigh, looking along side of train towards locomotive	
524B	Hatherleigh station building	
524C	Halwill Junction: looking through water crane and signals to Torrington branch train (locomotive and single coach)	
4283A	Hole station, ND & CJLR, ¾ view from tracks	
4283B	Class 2 2-6-2T 41216 on a Torrington to Halwill train at Hatherleigh	
4425	Class 2 2-6-2T 41216 on passenger train passing over level crossing on the Torrington and Halwill Junction line (ND & CJLR) at Meeth	
5628	Hatherleigh station, looking towards Halwill, showing station building and train for Halwill at far end of platform (engine taking water)	

7277C	Poster announcing closure of the Torrington and Halwill line to passengers, in situ	
C1694	Ivatt class 2 2-6-2T 41297 at Hatherleigh during a six-minute stop to take water with the 10.47am from Halwill to Torrington	7 Nov 1959
C1695	The 10.47am from Halwill to Torrington at Hatherleigh viewed from rear end; loco not visible; shows station building and platform activity	7 Nov 1959
C1696	The 10.47am from Halwill to Torrington at Petrockstow; ¾ view of whole train; loco is Ivatt class 2 2-6-2T 41297	7 Nov 1959
C1697	The 10.47am from Halwill to Torrington at Petrockstow; view taken from south end of station looking towards Torrington; train seen from rear; loco at far end and not visible	7 Nov 1959
C3028	Ivatt class 2 2-6-2T 41283 with three-coach train near Torrington; whole train viewed across field	3 May 1964
C3029	The train in C3028 moments later, but largely obscured by steam	3 May 1964
C3049	Hole station, overall view, no train	2 May 1964
C3050	Ivatt class 2 2-6-2T 41216 about to depart from Hatherleigh with train of one Bulleid carriage bound for Halwill Junction; attractive view	2 May 1964
C3051	Ivatt class 2 2-6-2T 41216 near Hatherleigh with single-coach train from Torrington to Halwill Junction, viewed from just below track level	2 May 1964
C3052	Ivatt class 2 2-6-2T 41216 at Meeth Halt with passenger train from Torrington to Halwill Junction	2 May 1964
D30	Ivatt class 2 2-6-2T 41224 taking water at Torrington with the 8.52am to Halwill Junction	14 March 1964
D31	Ivatt class 2 2-6-2T at Petrockstow with the 8.52am Torrington Halwill Junction; ¾ view, lots of escaping steam on a wet day	14 March 1964
D32	Hatherleigh station; overall view from top of cutting with Ivatt class 2 2-6-2T at the platform with the 8.52am Torrington to Halwill Junction	14 March 1964
J1260	Hatherleigh station	12 Sept 1959
J1261	Hatherleigh station	12 Sept 1959
J1262	Hole for Black Torrington	12 Sept 1959
J1263	Ivatt class 2 2-6-2T 41295 propelling its train (a single BCK) out of the branch platform at Halwill Junction	12 Sept 1959
R0403	LMS Class 2 2-6-2T 41310 at Torrington facing the bridge	
R0405	LMS Class 2 2-6-2T 41310 at Hatherleigh on the North Devon and Cornwall Junction Light Railway (SR)	
X601	Hatherleigh station with a northbound train at the platform, the tail end of which is viewed from the south end of the station	

OKEHAMPTON to BERE ALSTON (exclusive)

Ref number Description

*Date taken
(where known)*

4202 Brentor station

DEVONPORT AND STONEHOUSE POOL

Ref number Description

*Date taken
(where known)*

527B	Devonport: Class O2 30193 shunting	
527C	Track of Stonehouse Pool branch	
MHW371	O2 class 0-4-4T 30193 running round the 12 noon freight train to Stonehouse Pool at Devonport Kings Road	19 July 1960
MHW372	O2 class 0-4-4T 30193 at Stonehouse Pool with the 12 noon freight train from Devonport	19 July 1960

TURNCHAPEL BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4864	DMU forming the REC's <i>Devon Rambler</i> special train at Oreston at 4.55 p.m. on its way to Turnchapel	11 April 1959
4865	DMU forming the REC's <i>Devon Rambler</i> special train at Turnchapel	11 April 1959
B130A/5	Oreston station on the Turnchapel branch, with REC special train <i>The Devon Rambler</i> DMU at the platform (similar view to photo 4864)	11 April 1959
B130A/6	Turnchapel Admiralty sidings, with the tunnel in the background; these were beyond the former public Turnchapel station, but the REC <i>Devon Rambler</i> DMU couldn't proceed any further because of clearance problems	11 April 1959
B130A/7	Turnchapel station with REC special DMU, the <i>Devon Rambler</i> , at the platform	11 April 1959
W1246	REC <i>Devon Rambler</i> DMU at the platform at Turnchapel	11 April 1959
W1247	Head-on view of the REC <i>Devon Rambler</i> at Admiralty depot	

YEALMPTON BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
262C	Plymstock station	17 March 1958
263A	9716 shunting at Billacombe	17 March 1958
263B	9716 on the 10.40 a.m. Laira Yard to Yealmpton freight at Brixton Road station	17 March 1958
263C	As 263B, another view	17 March 1958
264A	Early motor bus in use as a caravan near Yealmpton station	17 March 1958
4886	DMU forming the REC's <i>Devon Rambler</i> special train at Brixton Road station	11 April 1959
B130/12	Billacombe station, viewed from the Yealmpton end, with <i>Devon Rambler</i> DMU viewed head-on at the platform	11 April 1959
B130A/1	Elburton Cross station on the Yealmpton branch, with the REC <i>Devon Rambler</i> DMU at the platform	11 April 1959
B130A/2	Overall ¾ view of Brixton Road station on the Yealmpton branch with the REC <i>Devon Rambler</i> DMU at the platform	11 April 1959
B130A/3	Yealmpton station: overall view, looking towards the end of the line, showing station buildings and REC special train, the <i>Devon Rambler</i> , at the platform	11 April 1959
B130A/4	Plymstock station: overall view from above, looking towards Plymouth; the REC special train, the <i>Devon Rambler</i> , is at the platform, and there are empty coal wagons in the foreground	11 April 1959

W1238	Plymstock viewed from above, including special DMU for the REC at the platform	11 April 1959
W1239	REC special DMU at Brixton Road on the Yealmpton branch; overall view	11 April 1959
W1240	REC <i>Devon Rambler</i> special DMU at Elburton Cross on the Yealmpton branch, viewed from above	11 April 1959

BARNSTAPLE / ILFRACOMBE AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
S/4040	Un-rebuilt Bulleid Pacific on the <i>Devon Belle</i> at the platform	
4280A	Station barrow and other platform detail (including people) at South Molton Road (ex-LSW)	
4280B	The former Lynton and Barnstaple station building at Lynton (no longer in railway use)	1954
9028	1.00 p.m. Waterloo to Ilfracombe, Torrington and Plymouth (Ilfracombe portion only) leaving Barnstaple Junction hauled BR Class 3MT 2-6-2T 82019 also in the picture	18 Sept 1953
9029	9.20 a.m. (SO) Torrington to Waterloo approaching Junction hauled by Class M7 0-4-4T 30251	19 Sept 1953
9030	9.00 a.m. (SO) Ilfracombe to Waterloo approaching Junction hauled by Class N 2-6-0 31841	19 Sept 1953
9031	9.25 a.m. (SO) Ilfracombe to Cardiff leaving Barnstaple Victoria Road hauled by 43xx class 2-6-0 7311	19 Sept 1953
B296/1	BR class 4 2-6-4Ts 80039 and 80043 with the SCTS <i>Exeter Flyer</i> near Barnstaple Junction; $\frac{3}{4}$ view of both locos from bunker ends	3 Oct 1965
B296/2	BR class 4 2-6-4Ts 80039 and 80043 with the SCTS <i>Exeter Flyer</i> near Barnstaple Junction, where the train was to divide; in this view the two locos are both $\frac{3}{4}$ view from smokebox ends	3 Oct 1965
B296/3	BR class 4 2-6-4T 80039 light engine at the actual junction at Barnstaple showing the lines to Torrington (left) and Ilfracombe (right); also shows signal box	3 Oct 1965
B296/10	BR class 4 2-6-4T 80043 coming into Barnstaple on the Ilfracombe line; view from elevated position of whole train on curve	3 Oct 1965
B296/11	BR class 4 2-6-4Ts 80039 and 80043 making an unscheduled stop at Portsmouth Arms, between Barnstaple and Yeoford Junction with the return working of the SCTS <i>Exeter Flyer</i> , $\frac{3}{4}$ view of train but not much of station in view	3 Oct 1965
C1698	Unrebuilt Bulleid Pacific 34072 <i>257 Squadron</i> head-on at Platform 2 at Ilfracombe	7 Nov 1959
C1699	Barnstaple Victoria Road station with 2-6-0 7304 ready to leave with the 4.11pm to Taunton; another loco shunting on left of picture	7 Nov 1959
C3025	Unrebuilt Bulleid Pacific 34054 <i>Lord Beaverbrook</i> approaching the camera near Barnstaple Junction with passenger train	3 May 1964
C3026	2-6-4T at Barnstaple Junction station with passenger train; $\frac{3}{4}$ view	3 May 1964
C3027	Unrebuilt Bulleid Pacific 34070 <i>Manston</i> near Barnstaple with a train for Exeter; near head-on view from overbridge	3 May 1964

D38	M7 class 0-4-4T 30251 standing outside Barnstaple Junction shed in steam; ¾ broadside view	4 Sept 1962
D39	Ivatt class 2 2-6-2T 41238 at the platform at Barnstaple Junction with a train for Torrington; ¾ view, head-on	4 Sept 1962
D157	Unrebuilt Bulleid Pacific 34076 41 Squadron crossing the River Taw bridge at Barnstaple with an Ilfracombe to Exeter train	4 Sept 1962
J1258	2-6-0 6375 at Barnstaple Junction with a train comprising a GUV, chocolate and cream, BCL (Brake Compo Lavatory) and 2 BCs; train bound for Taunton	12 Sept 1959

PLYMOUTH - LAUNCESTON

(for views of Launceston itself please see list COR)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
516C	4679 with Launceston - Plymouth passenger train arriving at Lifton	9 July 1960
517B	0-6-0PT on the 2.30 p.m. Plymouth to Launceston train near Yelverton	9 July 1960
2623A	The last passenger working on the Princetown branch joins the "main line" at Yelverton. Viewed from the footbridge looking North over the junction. Passengers were not allowed to remain on the train as it negotiated the junction	3 March 1956
2624A	Yelverton station: viewed from the overbridge looking South with passengers awaiting the train to Plymouth. Signal box in centre of picture	3 March 1956
2625A	Stock of last train from Princetown being propelled into Yelverton station, looking over the junction to the branch	3 March 1956
2626A	View from the stock of the last train from Princetown on the down line at Yelverton, showing the branch and up platforms. Crowded with passengers	3 March 1956
4191	Lydford station from the north, showing WR and SR station buildings	
4192	Launceston GW station after passenger services were diverted to the SR station, and the former in use only for goods traffic	
4200	Tavistock South, north end, looking towards Launceston	
4201	0-6-0PT on passenger train at Tavistock South	
4775	Lifton station	
9025	12.10 p.m. Plymouth North Road to Launceston near Launceston hauled by 2-6-2T 4591	17 Sept 1953
B56/7	Two-coach GWR auto-train set entering Yelverton with a train for Plymouth; loco propelling and not visible; ¾ view	1955
B56/8	Overall view of Yelverton station, with the branch train for Princetown at the platform on the left of the picture; station buildings and footbridge in centre; 0-4-2T 1408 propelling auto-train from Plymouth on the right; and fireman of Princetown train carrying the mails across the line in the foreground	1955
B56/12	Trains crossing at Yelverton; view from the footbridge on a dull day with train from Plymouth entering the station and another standing at the southbound platform	1955
C2193	Lydford station GW with 2-6-2T 4588 arriving with a passenger train	3 April 1962

C2194	Mary Tavy and Blackdown station with 2-6-2T 5569 arriving with passenger train	3 April 1962
C2197	Lifton station; view showing both platforms and buildings, with level crossing at far end	3 April 1962
C2198	2-6-2T 5569 arriving at Lifton with a train from Launceston to Plymouth; view from platform end with high bridge in background	3 April 1962
C2199	2-6-2T 5569 at the platform at Coryton (Devon) with a Launceston to Plymouth train	3 April 1962
C2200	Liddaton Halt, showing road overbridge, platform and shelter, also nameboard	3 April 1962
C2201	2-6-2T 5569 at Tavistock GW with a Launceston to Plymouth train; loco is taking water. Photo also shows overall roof and signal box	3 April 1962
C2202	Horrabridge station; overall view showing both platforms	3 April 1962
C2203	Yelverton station, looking north to tunnel; view features both platforms and station buildings with covered footbridge	3 April 1962
C2204	Marsh Mills station; overall view from overbridge, also showing goods yard	3 April 1962
C2205	2-6-2T 5568 with two-coach Plymouth to Launceston train at the platform at Bickleigh; ¾ view of whole train, also showing both platforms	3 April 1962
C2206	Bickleigh station, looking from the north end towards Plymouth; overall view showing both platforms, buildings and signal box; no train	3 April 1962
C2207	Platform view of Shaugh Bridge Platform, between Yelverton and Plymouth	3 April 1962
C2208	Unidentified 2-6-2T arriving at Shaugh Bridge Platform with a passenger train from Plymouth to Launceston	3 April 1962
C2209	2-6-2T 5541 in Lydford station (GW) with a freight train for Plymouth; overall view	3 April 1962
X452	Closure notice in situ, announcing the withdrawal of passenger services between Plymouth, Tavistock South and Launceston	Jan 1962

PLYMOUTH FRIARY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5262	SR "gate set" S739S: ¾ view at Plymouth Friary	
W1245	Plymouth Friary viewed from the buffer stops end	11 April 1959

PLYMOUTH MILLBAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B130A/8	Plymouth Millbay station viewed from the buffer stops end; in use for passenger stock storage	11 April 1959
W1242	REC <i>Devon Rambler</i> DMU at Plymouth Millbay looking from elevated position towards the terminus	11 April 1959
W1243	Similar to W1242	11 April 1959

PLYMOUTH NORTH ROAD

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2896B	2-6-2T 4592 with passenger train at Platform 6 at Plymouth North Road; ¾ head-on view	11 April 1959
B56/5	0-6-0PT 6420 at Plymouth North Road with the <i>Saltash Shuttle</i> formed of auto-cars W6W and W3W; photo taken from opposite platform; unobstructed view of whole train	1955
D49	Rebuilt Bulleid Pacific 34108 <i>Wincanton</i> at Plymouth with an express arrived from Waterloo; good unobstructed ¾ view of loco	2 Sept 1962
D89	WR 0-6-0ST 1363 ¾ view in Plymouth North Road shed yard	2 Sept 1962
D158	Dull view of D4467 in a bay platform at Plymouth North Road	2 Sept 1962
W1244	REC <i>Devon Rambler</i> DMU at Platform 4 at Plymouth North Road	11 April 1959

KINGSWEAR LINE

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
519C	Steam-hauled train (Reporting No.A92, the 1.8pm Sundays Kingswear to Paddington) approaching Greenway tunnel	July 1960
520A, 520B and 520C	Three views of steam-hauled train leaving Kingswear, seen from above	10 July 1960
521A	Train formed of three DMU-sets on Duty 2C91, south of Churston station	July 1960
7219A	Steam Ferry Crossing Ground Frame, Kingswear: ¾ view in BR days	
7219C	Dartmouth station: the railway station without trains on the West side of the estuary opposite to Kingswear station, in BR days	
7221C	Britannia Halt: ¾ view showing the entire structure in BR days, including canopy with level crossing beyond	
9012	The <i>Torbay Express</i> (11.25 a.m. Kingswear to Paddington) soon after leaving Churston, hauled by 5028 <i>Llantilio Castle</i>	
9013	Britannia Class 7MT 4-6-2 70022 on the turntable at Kingswear	10 Sept 1953
C1238	Kingskerswell, the first station out of Newton Abbot on the Kingswear line, viewed from the rear of a down train; shows both platforms	1 Nov 1958
C1239	View from a carriage window of a down train passing an unidentified 41xx on an up local train near Kingskerswell	1 Nov 1958
MHW660	The diesel-hauled <i>Torbay Express</i> arriving at Churston	24 June 1961
MHW661	The steam-hauled 9.30am Exeter to Kingswear leaving Churston	24 June 1961
R0370	Churston Junction with three trains in view	Whitsun 1962

EXETER - PLYMOUTH MAIN LINE (PLYMOUTH AND EXETER AREAS EXCLUDED)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
519A	Diesel piloting <i>Earl of Eldon</i> up Hemerdon bank	July 1960
519B	DMU on working 2C41	
521B	Steam-hauled train, headcode C34	

521C	Down steam-hauled train near Dawlish (headcode C37)	
522A and 522B	Two birds' eye views of the seafront at Dawlish	July 1960
522C	Steam piloting diesel on down train at Star Cross	July 1960
2735A	0-4-2T 1470 with the branch train from Ashburton in the platform at Totnes	3 March 1956
2736A	Totnes station, overall view. 0-4-2T 1470 at the platform with the Ashburton branch train	3 March 1956
2856A	Broad gauge vertical boiled locomotive <i>Tiny</i> on the platform at Newton Abbot	14 June 1958
2859B	2-6-2T 5533 with branch train from Kingsbridge in the up platform at Brent	14 June 1958
2859C	Double headed (two 4-6-0s) up train leaving Brent, photographed from footbridge with train going away from camera; junction for Kingsbridge branch on the right	14 June 1958
2860A	Overall view of Brent showing up platform; 2-6-2T 5573 running round its Kingsbridge branch train; and goods yard	14 June 1958
2860B	Brent station with 2-6-2T 5573 bunker first at branch platform with train for Kingsbridge and double headed up train on main line	14 June 1958
2860C	Double headed down train at Brent, viewed from the down end, south side, of the station area; shows down main and branch platform	14 June 1958
2861A	Brent: view along the branch/down main platform looking west with Kingsbridge train at the platform; also shows goods shed and buildings on up platform	14 June 1958
2861B	Hall Class 4-6-0 6988 <i>Swithland Hall</i> piloting an unidentified 4-6-0 on an up train arriving at Brent: $\frac{3}{4}$ view taken from opposite the platform	14 June 1958
2868A	4-6-0 7812 <i>Erlestoke Manor</i> piloting an unidentified 4-6-0 on an up train arriving at Brent	14 June 1958
2868B	4-6-0 7809 <i>Childrey Manor</i> piloting an unidentified 4-6-0 with a down train at Brent	14 June 1958
4167	Ivybridge station, up platform, taken from down train	
4807	'Castle' class 4-6-0 7031 <i>Cromwell's Castle</i> on down express (Duty 623) on the seafront at Teignmouth, passing its down home signal, at Spray Point	
5399	Unidentified tank locomotive and van with short freight train formed of single van and brake approaching Teignmouth in the down direction: "(Westerly portal of Parson and Clerk's Tunnel is in right background)"	
5408	Stanier 2-6-2T with lengthy down passenger train approaching Teignmouth on the sea wall section	
5409	Unrebuilt Bulleid Pacific 34016 <i>Bodmin</i> on down passenger train approaching Teignmouth on the sea wall section	
5927	Up main line train headed by 4-6-0 4083 <i>Abbotsbury Castle</i> arriving at Brent, with the Kingsbridge branch platform in the foreground. Taken from above; shows signalbox	c1960

7212A	Modified Hall 4-6-0 6998 <i>Burton Agnes Hall</i> piloting 0-4-2T 1466 on Great Western Society special working from Totnes Quay and Buckfastleigh to Didcot via Plymouth Laira MPD, Westbury, Newbury and Reading West Curve. The train consisted of Collett coach W5952, Dreadnought 3299, auto-trailer W231W, and British Rail BG No.81021 carrying spares. 100 GWS members were aboard. Duty No.was 2Z51. The train was necessitated by the closure of Totnes Quay and the setting up of the new GWS home at Didcot. The train is seen here approaching Newton Abbot.	2 Dec 1967
7213B	The train in 7212A above standing on the through road at Newton Abbot	2 Dec 1967
C351	4-6-0 5076 <i>Gladiator</i> heading a down passenger train entering Totnes, viewed from footbridge	20 April 1957
C981	4-6-0 4927 <i>Farnborough Hall</i> heading a down train (Duty 204) past Dawlish	14 June 1958
C982	4-6-0 6938 <i>Corndean Hall</i> heading an up train (Duty 665) past the town streets at Dawlish	14 June 1958
C983	4-6-0 6938 <i>Corndean Hall</i> heading an up train (Duty 665) as it enters the tunnel at Dawlish; $\frac{3}{4}$ view of loco going away from camera; shows semaphore signal, footbridge against tunnel entrance, and view through tunnel	14 June 1958
C984	4-6-0 6863 <i>Dolhywell Grange</i> $\frac{3}{4}$ view heading a train (Duty 442) approaching Newton Abbot	14 June 1958
D42	Warship D861 arriving at Dawlish with a Paddington to Plymouth train; not a good negative	2 Sept 1962
MHW375	4-6-0 7812 <i>Erlestoke Manor</i> with a down china clay train at Laira Crossing where the narrow gauge Lee Moor Tramway crossed the main line on the level	19 July 1960
N490A	4-6-0 4926 <i>Fairleigh Hall</i> with a down freight passing through Totnes station on the through line	3 March 1956
N490B	Totnes: A locomotive tender in the make-up of a down freight train passing through the station on the through line	3 March 1956
N490C	2-6-2T 5150 at Totnes: $\frac{3}{4}$ view from elevated position. Locomotive carries banker duty No.5 on buffer beam	3 March 1956
N490D	2-6-2T 5150 at Totnes, carrying banker duty No.5, passing in front of the goods shed at Totnes	3 March 1956
N490E	Unidentified 4-6-0 on up express (Reporting No.608) arriving at Totnes: $\frac{3}{4}$ view of the Castle class locomotive, taken from footbridge. Second vehicle is bow-ended, recessed door, centenary stock	3 March 1956
N490F	2-6-2T 5108 at Totnes on banker duty 1: head-on smokebox end view from footbridge, with goods shed and stock in the background. On left is up express just departing, with second vehicle bow-ended, recessed door, centenary stock	3 March 1956
N491A	Totnes: View from footbridge with bunker end of 2-6-2T 5108 in the foreground on banker duty 1, looking in the down direction	3 March 1956
N491B	Ashburton branch train, two coaches headed by 0-4-2T 1470, arriving at the up main platform at Totnes: $\frac{3}{4}$ view from down platform	3 March 1956
N491C	Single-coach auto train for Ashburton, propelled by 0-4-2T 1470 leaving Totnes: $\frac{3}{4}$ view from opposite (i.e. down main) platform	3 March 1956

N491D	Totnes, looking from the down main platform in the up direction, showing (left to right) the auto train ready to depart for Ashburton; 2-8-0 2843 on a down freight on the through line; and 2-6-2T 5108 on banker duty 1 in the down platform line	3 March 1956
N491E	Good $\frac{3}{4}$ view from smokebox end of 2-6-2T 5108 on banker duty 1 at the West end of Totnes station	3 March 1956
N491F	Castle class 4-6-0 (believed to be 4077) approaching Totnes from the West with two coaches, $\frac{3}{4}$ view	3 March 1956
N492A	Totnes station, looking in the up direction from the West end of the down platform, with unidentified Castle class just entering the picture on the left	3 March 1956
N493E	BR Class 4 4-6-0 75071 on passenger train in the station at Newton Abbot: $\frac{3}{4}$ view of locomotive only (rear of tender not on negative, but otherwise a good shot)	3 March 1956
N493F	BR Class 4 4-6-0 75071 about to pull away from Newton Abbot with four-coach passenger train: head-on $\frac{3}{4}$ view taken from platform 6 (train presumably at platform 5)	3 March 1956
N494A	Overall view of Newton Abbot station looking in the up direction from the West end of Platform 6	3 March 1956
N494B	BR Class 4 4-6-0 75071 pulling away from Platform 4 at Newton Abbot with a four-coach down train: $\frac{3}{4}$ view Platform 6	3 March 1956
N494C	Slightly misty view of BR Class 4 4-6-0 75071 pulling away from Newton Abbot with a down train (going away from the camera): train is signalled for Plymouth main line; shows signalbox at West end of platform	3 March 1956
N494D	General view of the buildings and platform furnishings on Platform 4 at Newton Abbot: taken from Platform 6; no trains	3 March 1956
N494E	14xx 0-4-2T and single coach, forming train for Moretonhampstead, at the platform at Newton Abbot; photograph taken from Platform 7	3 March 1956
N494F	14xx 0-4-2T and single coach forming the train for Moretonhampstead storming away from Newton Abbot, framed by the up semaphore signal gantry for the main line	3 March 1956
N495A	Unidentified 4-6-0 carrying Reporting No.107, the 7.30am Paddington to Paignton, arriving at Newton Abbot: only locomotive in picture, and slightly misty view	3 March 1956
N495B	Unidentified 4-6-0's double-heading a down train, carrying Reporting No.122, (the 9.50am Paddington to Plymouth) arriving at Newton Abbot	3 March 1956
N495C	Unidentified 4-6-0's double-heading a down train, standing in the platform at Newton Abbot: $\frac{3}{4}$ view looking forward, taken from opposite platform	3 March 1956
N495D	Unidentified 4-6-0's double-heading a down train, carrying Reporting No.122, (the 9.50am Paddington to Plymouth) standing in the platform at Newton Abbot: $\frac{3}{4}$ view	3 March 1956
N495E	The West end of Newton Abbot station; train on left of picture leaving for the Kingswear line, but locomotive is shrouded in steam	3 March 1956
N495F	Unidentified 4-6-0's double-heading a down train, carrying Duty No.122, about to depart from Newton Abbot	3 March 1956

N496F	Unidentified 4-6-0's double-heading a down train departing from Newton Abbot: ¾ view from opposite platform. Vintage gathering of locospotters watching. The train is the 9.50am Paddington to Plymouth.	3 March 1956
R0372	Brent station with up train and branch railcar	Whitsun 1962
R0373	Brent station with then new diesel locomotive <i>Western Crusader</i> on up train	Whitsun 1962

STOKE CANON - TIVERTON - DULVERTON (EXE VALLEY LINE)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5300	Two-coach push-pull set formed of W93W and W96W (built 1913) (locomotive not in view) in the platform at Thorverton; signal box also in picture	
5309	0-6-0PT 3606 and two-coach formed of W93W and W96W (built 1913) train arriving at Thorverton: train in near platform ready to depart (cab and driver just in view)	
5450	0-4-2T 1439 on two-coach train standing in the bay platform at Tiverton (¾ view)	
B226/5	Tiverton station with 0-6-0PT 3659 on four-coach train at the platform, bound for Bampton or Dulverton; ¾ view of whole train	
B226/6	Tiverton station viewed from above at the Exeter end; no train; footbridge prominent	
B226/8	0-6-0PT emerging from overbridge south of Tiverton station bunker-first with train for Exeter	
B226/9	Overall view of Tiverton station from the road approach; ¾ view; footbridge visible	
B246/8	0-4-2T 1442 with two-coach train at the platform at Tiverton; ¾ view of whole train; vintage tanker lorry "Dieselite" just visible on right of picture	
B246/9	2-6-0 6372 with passenger train at the platform at Dulverton; signal box prominent on right of picture; shows whole train	
C975	Dulverton station with 0-6-0PT 9629 on an Exe-Valley train in the loop platform; signal box on right of picture	14 June 1958
C976	0-4-2T 1405 with the single coach train for Tiverton Junction in the bay platform at Tiverton	14 June 1958
C2332	0-4-2T 1462 entering Tiverton station with a two-coach train, chimney-first, viewed from bridge	10 July 1962
C2333	0-4-2T 1462 at Bampton with passenger train; head-on view from track level; shows station buildings with goods shed in distance beyond	10 July 1962
C2334	Up Exe Halt, on the Exe Valley line, with 0-4-2T 1462 approaching with the branch passenger train; shows station building	10 July 1962
C2335	0-4-2T 1451 bunker-first with the Exe Valley train at Thorverton; stock not auto-fitted; overall view of station including both platforms and signal box	10 July 1962
C2336	0-4-2T 1466 with the Exe Valley train at the platform at Brampford Speke Halt, first stopping place north of the junction at Stoke Canon	10 July 1962
D45	0-4-2T 1450 at the platform at Dulverton with a train for Exeter St. Davids; good ¾ view of loco	3 Sept 1962

J2066	Bampton (Devon) , looking south; the 6.30am from Exeter to Dulverton is approaching in the distance	24 June 1961
J2067	0-4-2T 1471 at Bampton (Devon) with the 6.30am from Dulverton	24 June 1961
J2068	Tiverton station with 0-4-2T 1466 propelling the 7.15am ex-Dulverton on its way to Exeter	24 June 1961
J2070	Tiverton station with 0-4-2T 1420 on the 8.30am to Tiverton Junction; 2-6-2T 4165 is in the other bay	24 June 1961
MHW350	Cove Halt, between Tiverton and Bampton, viewed from a carriage window on a passing train	15 July 1960
MHW351	45xx class 2-6-2T 5573 with the 3.42pm from Dulverton	15 July 1960
MHW352	0-4-2T 1434 at Tiverton with the 4.45pm service to Tiverton Junction	15 July 1960
MHW353	End-on view of GWR auto-coach at the platform at Tiverton	15 July 1960
R0413	Prairie class locomotive at Tiverton	
R0414	Auto-train control end of driving trailer at Tiverton	
R0415	0-4-2T 1451 on Exeter train at Tiverton home signal	

TOTNES-ASHBURTON BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2527A	Ashburton station, looking South along the platform Trailer end of train at platform, signal, nameboard; watertank and locomotive shed to left of train	3 March 1956
2528A	0-4-2T 1470 with the branch passenger train at Ashburton, ready to leave. Overall roof beyond train, also shows cattle pens	3 March 1956
2529A	Ashburton station, overall view from the approach to the shed, showing goods shed and train under overall roof of station	3 March 1956
2730A	Ashburton station with 0-4-2T 1470 with the branch train ready to depart: shows overall roof and cattle pens	3 March 1956
2731A	Close-up view of 0-4-2T 1470 with the branch train under the overall roof at Ashburton station, ready to depart	3 March 1956
2732A	¾ view of the overall roof at Ashburton with train at the platform, taken from the roadside (locomotive not in view)	3 March 1956
2733A	Ashburton station, looking along the platform towards the buffer stops, with 0-4-2T 1470 on the branch train	3 March 1956
2734A	View from alongside 0-4-2T 1470 in the platform at Ashburton, looking towards locomotive shed, goods yard and line towards Totnes	3 March 1956
4157	0-4-2T 1470 with the Ashburton branch train at Totnes (platform view)	
4161	Totnes: 0-4-2T 1470 backing on to its coaches to form the Ashburton branch train	
4162	Staverton station from the South	
4163	Buckfastleigh station	
4164	14xx 0-4-2T shunting its coach at Ashburton (looking South from under the overall roof)	
4165	Ashburton station overall roof	

7034C	Buckfastleigh in early preservation days: 3205 in nearest loading dock to camera; various items of rolling stock (taken between September 1965 and February 1967)	
9014	11.25 a.m. Ashburton to Totnes leaving Ashburton hauled by 0-4-2T 1439	11 Sept 1953
C347	0-4-2T 1470 with the Ashburton branch train at the platform at Buckfastleigh; driver chatting to porter; head-on view of loco	20 April 1957
C348	Ashburton station, looking towards the buffer stops, with 0-4-2T 1470 chimney-first at the platform with the single-coach branch train	20 April 1957
C349	Ashburton station: photo taken from the platform under the overall roof looking past 0-4-2T 1470 towards loco shed in distance and line curving away towards Totnes	20 April 1957
C350	Ashburton station, overall view from approach tracks. Shows goods stock and goods shed on left and passenger station with train in centre of picture, hut on right	20 April 1957
C1242	0-4-2Ts 1466 and 1470 double-heading a train on the Ashburton branch on the last day of public passenger services; viewed across a field near Totnes	1 Nov 1958
C1243	0-4-2Ts 1466 and 1470 double-heading a train on the Ashburton branch on the last day of public passenger services; head-on $\frac{3}{4}$ view in cutting, approaching Totnes	1 Nov 1958
C1244	0-4-2Ts 1466 and 1467 double-heading a train on the Ashburton branch on the last day of public passenger services; rather distant view over fences and fields, near Totnes	1 Nov 1958
C1245	0-4-2Ts 1466 and 1470 double-heading an Ashburton – Totnes train on the last day of public passenger services; only the locos in the picture, which is taken with River Dart in foreground	1 Nov 1958
C1246	Overall view of Staverton station on the Ashburton branch taken from up a signal post; wagon in siding	1 Nov 1958
C1247	A Totnes to Ashburton train arriving at Staverton on the last day of public passenger services; local family on the platform	1 Nov 1958
C1248	0-4-2Ts 1466 and 1470 leaving Buckfastleigh bunker-first with a train for Ashburton on the last day of public passenger services	1 Nov 1958
C1249	0-4-2Ts 1466 and 1470 leaving Buckfastleigh with a train for Ashburton on the last day of public passenger services; $\frac{3}{4}$ view with train going away from camera; shows track layout at north end of the station	1 Nov 1958
N492B	Approaching Buckfastleigh: view from the driving trailer of the Ashburton branch train as it nears this intermediate station	3 March 1956
X486	Staverton station viewed from overbridge, with goods yard in the foreground and passenger station beyond level crossing in distance	

BRANCHES from HEATHFIELD

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
436	Longdown station overgrown, after removal of track, Exeter - Chudleigh - Heathfield line	7 July 1960

2504A	Longdown station, between Exeter and Heathfield, with single coach autotrain (locomotive pushing) bound for Heathfield in the platform (just arriving)	3 March 1956
2505A	Single-coach auto train from Exeter to Heathfield in the platform at Longdown. Locomotive pushing, viewed from West end	3 March 1956
2506A	Longdown station viewed from the East end, with single coach train for Heathfield, propelled by 0-4-2T 1429 at the platform. 1429 is working with W215W which is a railmotor conversion ex-98 of 1936	3 March 1956
2507A	Longdown station with 0-4-2T 1429 propelling its single coach forming a morning Exeter to Heathfield service. Viewed from smokebox (East) end. 1429 is working with W215W which is a railmotor conversion ex-98 of 1936 Closer view of train than 2506A.	3 March 1956
2508A	Trusham station looking West with the single coach 7.00 a.m. Exeter St. Davids to Heathfield in the platform, propelled by 0-4-2T 1429. Signal box in distance. 1429 is working with W215 which is a railmotor conversion ex-98 of 1936	3 March 1956
2509A	Trusham station, looking West along the up platform with the rear end of the 7.45 a.m. Trusham to Exeter further along the platform; 0-4-2T 1429 propelling the 7.00 a.m. Exeter St. Davids to Heathfield on the right. The 7.45 a.m. originated at Trusham, being the return working of the 6.30 a.m. from Exeter. 0-6-0PT 9765 is working non-auto fitted with W139W still in red and cream livery, but in poor condition. It was 6 years since it was repainted	3 March 1956
2510A	Trusham station, viewed from the overbridge at the West end of the station. In the platforms are the 7.44 a.m. to Heathfield (in distance) and the 7.45 a.m. to Exeter St. Davids. Milk churns on up platform. 0-6-0PT 9765 is working non-auto fitted with W139W still in red and cream livery, but in poor condition. It was 6 years since it was repainted	3 March 1956
2511A	$\frac{3}{4}$ view of Trusham station from the overbridge at the West end of the station. Shows 0-4-2T 1429 (in distance) propelling the 7.44 a.m. to Heathfield, just ready to leave and, nearer to camera, the 7.45 a.m. to Exeter St. Davids formed of one coach hauled by a 0-6-0PT 9765. Shows station building. 0-6-0PT 9765 is working non-auto fitted with W139W still in red and cream livery, but in poor condition. It was 6 years since it was repainted	3 March 1956
2512A	Trusham station viewed from South of the platforms, showing the single-coach 7.45 a.m. Trusham to Exeter St. Davids just departing under the overbridge. Locomotive (0-6-0PT) at far end	3 March 1956
2513A	Heathfield station: overall view taken from the overbridge at the Newton Abbot end of the station. The 7.0 a.m. from Exeter via Chudleigh in the bay in the far distance	3 March 1956
2514A	The 7.50 a.m. Newton Abbot to Moretonhampstead arriving at Heathfield. Viewed from the opposite platform and looking towards the road overbridge. Train hauled by 0-4-2T 1466	3 March 1956
2515A	The 7.50 a.m. Newton Abbot to Moretonhampstead, formed of 0-4-2T 1466 and one coach, leaving Heathfield. Signal box just in view on left, junction signals on right; platform behind train	3 March 1956
2516A	Heathfield: good overall view of station layout from the North end, with 0-4-2T 1429 leaving with the 8.5 a.m. Exeter via Chudleigh train	3 March 1956

2517A	Heathfield: view from near the signalbox showing the 8.5 a.m. train to Chudleigh and stations to Exeter departing in the distance	3 March 1956
2518A	Corridor coach W3916W, one of Lot 1246, completed 29/5/1915, diagram C.32 Multibar <i>Toplight</i> in the siding at Heathfield, $\frac{3}{4}$ view	3 March 1956
2519A	Heathfield station building viewed through the overbridge at the Newton Abbot end, with the signal box in the distance	3 March 1956
2520A	Heathfield station with the 7.50 a.m. Moretonhampstead to Newton Abbot just arriving, hauled by BR class 3 2-6-2T 82009, bunker-first: good view of station building	3 March 1956
2521A	BR Class 3 2-6-2T 82009, $\frac{3}{4}$ view, at Heathfield with the 7.50 a.m. Moretonhampstead to Newton Abbot	3 March 1956
2522A	Heathfield station viewed from the down platform, showing the station buildings and the 8.16 a.m. to Newton Abbot disappearing into the distance beyond the road overbridge	3 March 1956
2523A	Ashton station, $\frac{3}{4}$ view. Two-lever ground frame in foreground	3 March 1956
2524A	Ashton station: the station building viewed from the level crossing	3 March 1956
2525A	Chudleigh station with Camping Coach W9934W in the siding	3 March 1956
2526A	Chudleigh station, overall view from the road overbridge, showing station buildings with camping coach and wagon at goods platform beyond	3 March 1956
2856B	2-6-2T 4105 with three-coach train for the Moretonhampstead branch in the bay platform at Newton Abbot: $\frac{3}{4}$ view of whole train	14 June 1958
2856C	Head-on view of 2-6-2T 4105 on arrival with the branch train at Moretonhampstead	14 June 1958
2857A	Moretonhampstead station: view taken under the overall roof looking towards Newton Abbot, with 2-6-2T 4105 just arrived with train; shows interior structure, roof and some platform furniture	14 June 1958
2857B	Moretonhampstead station: $\frac{3}{4}$ view of 2-6-2T 4105 at the platform with train for Newton Abbot, bunker first. Taken from yard, south west from the station, showing part of goods shed beyond train	14 June 1958
2857C	2-6-2T 4105 standing in the platform at Moretonhampstead ready to leave, bunker first, with train for Newton Abbot; $\frac{3}{4}$ view taken from platform	14 June 1958
2858A	Moretonhampstead station, showing 2-6-2T 4105 with passenger train at the platform, and the majority of goods shed	14 June 1958
2858B	Mortonhampstead station, viewed from footpath leading to the booking office entrance, also showing goods shed, crane and wagons in siding: passenger train in station just visible	14 June 1958
2858C	Looking south along the platform at Moretonhampstead showing part of goods shed and station nameboard	14 June 1958
2859A	0-4-2T 1472 at the branch platform at Newton Abbot with a two-coach train for Moretonhampstead	
4267	Passenger train at Christow, locomotive taking water	
4268	0-4-2T 1466 at Moretonhampstead	
4736	0-4-2T 1466 on two-coach train at Heathfield (taken from down platform looking towards Newton Abbot)	
5301	0-4-2T 1429 taking water in the bay platform at Heathfield when working the line to Exeter via Chudleigh. Note GWR lettering on tank side.	

5303	Two-coach push-pull set (locomotive just visible at far end) in the platform at Moretonhampstead, partly under overall roof.	
5304	Two push-pull trains at Heathfield: locomotives not in picture. Informative nameboard in view	
5405	Heathfield with 0-4-2T 1439 and single coach, in the Exeter via Chudleigh bay platform	
7065A	Chudleigh station buildings viewed from the overbridge: good $\frac{3}{4}$ view, with track still in use for freight	
7099B	Chudleigh station viewed from the road, showing opposite side of buildings to 7065A, including passenger station and goods shed	
9299	BR Std. 2-6-2T 82xxx passing Bovey Granite Siding on the Moretonhampstead branch with a two-coach train	1956
C279	WR 2-6-2T 5532 with the branch train at Ashton on the line from Exeter to Heathfield	24 Aug 1957
C280	WR 2-6-2T 5532 with the branch train at Longdown on the line from Exeter to Heathfield, near head-on view	24 Aug 1957
C281	WR 2-6-2T 5532 with the branch train at Longdown on the line from Exeter to Heathfield; $\frac{3}{4}$ view of whole train	24 Aug 1957
C294	WR 2-6-2T 5532 bunker-first with an Exeter to Heathfield train at Longdown	24 Aug 1957
C306	WR 2-6-2T 5532 bunker-first with passenger train at Christow on the Exeter to Heathfield line, viewed from overbridge	24 Aug 1957
C356	2-6-2T 4547 bunker-first with the Moretonhampstead branch train at Bovey; close-up $\frac{3}{4}$ view of whole train	20 April 1957
C357	2-6-2T 5183 with the Moretonhampstead branch train at Lustleigh; head-on view of loco chimney-first; camping coach just visible over hedge on left of picture	20 April 1957
C358	2-6-2T 4547 chimney-first with the Moretonhampstead branch train at speed between Bovey and Lustleigh; good $\frac{3}{4}$ view	20 April 1957
C359	Lustleigh station platform and building, with freight stock in siding beyond; viewed from overbridge	20 April 1957
C360	2-6-2T 5183 running round its passenger stock at Moretonhampstead, viewed from the buffer stops, showing track layout	20 April 1957
C361	Stone plaque in situ at Moretonhampstead commemorating the directors of the Moretonhampstead and South Devon Railway in 1866	20 April 1957
C362	2-6-2T 5183 ready to leave chimney-first from Moretonhampstead for the return journey to Newton Abbot; head-on view along platform from foot of ramp	20 April 1957
C363	Similar to C362, but nearer to $\frac{3}{4}$ view	20 April 1957
C482	Dunsford Halt, between Longdown and Christow on the Teign Valley line, photographed from the driving compartment of an auto-train	24 Aug 1957
C483	Ide Halt on the Teign Valley line from Exeter to Heathfield, photographed from the driving compartment of an auto train	24 Aug 1957
C484	0-4-2T 1435 taking water at Christow station with the branch train; good overall view	24 Aug 1957
C485	Chudleigh station viewed through the arch of the road overbridge; no train	24 Aug 1957

C486	0-4-2T 1438 bunder-first with the branch train at the platform at Chudleigh; photo taken from opposite direction to C485, so road overbridge is in background	24 Aug 1957
C487	Chudleigh station with 0-4-2T 1438 approaching chimney-first with the branch train; camping coach visible over fence	24 Aug 1957
J490	0-4-2T 1466 at the platform at Newton Abbot with the 8.40am from Moretonhampstead; ¾ head-on view from foot of platform ramp	17 Jan 1959
J491	Overall view of Moretonhampstead station, terminus of the branch from Newton Abbot, with 2-6-2T 5187 running round its train	17 Jan 1959
J492	Overall view of Moretonhampstead station taken from elevated position above the buffer stops	17 Jan 1959
J493	Similar view to J492 but from slightly different position, looking straight in line with the rails into and through the station	17 Jan 1959
J494	¾ head-on view of 2-6-2T 5187 on the 10.15am to Newton Abbot at the platform at Moretonhampstead	17 Jan 1959
J495	Lustleigh station on the Moretonhampstead branch, looking along the platform with the road overbridge at the far end; shows station building	17 Jan 1959
J496	Bovey station, looking towards Moretonhampstead, view through the station showing both platforms and buildings	17 Jan 1959
J497	Brimley Halt, between Bovey and Heathfield, looking along the platform in the direction of Newton Abbot from a carriage window on the 10.15am from Moretonhampstead	17 Jan 1959
J498	Heathfield station, looking north with signal box in the distance; wagons in the Teign Valley bay platform to the right of the picture	17 Jan 1959
J499	Teigngrace Halt with shelter, looking north	17 Jan 1959
J1506	Ide station after lifting of rails	4 March 1961
J1507	Longdown station after lifting of rails	4 March 1961
J1508	Dunsford Halt, between Longdown and Christow, after lifting of rails	4 March 1961
J1509	Christow station, when still open for freight, viewed from the south end	4 March 1961
J1510	Christow station, viewed from the overbridge, when still open for freight	4 March 1961
J1511	Ashton station, when still open for freight	4 March 1961
J1512	Teigngrace siding, when still in use	4 March 1961
J1513	Teigngrace Halt, when the line was still used for freight	4 March 1961
J1514	Heathfield station, looking north, when still open for freight	4 March 1961
J1515	Heathfield Junction and signal box, viewed from the passenger station, when the lines were still open for freight	4 March 1961
J1516	Brimley Halt, between Heathfield and Bovey, when the line was still open for freight	4 March 1961
N492C	Bovey station on the Moretonhampstead branch; looking along the platform with goods shed on right of picture: freight train shunting beyond platform end	3 March 1956
N492D	Bovey station: overall view showing station buildings with goods shed beyond; both platforms; and locomotive shunting sidings behind station on right	3 March 1956

N492E	Bovey station, on the Moretonhampstead branch: view looking in the opposite direction to N0492D, showing (left to right) signal box, goods shed, passenger station buildings: freight stock standing at the far end of the platform from which the photograph is taken
N492F	Single coach push-pull train propelled by 14xx 0-4-2T (barely visible) leaving Bovey for Newton Abbot
N493A	0-4-2T 1466 propelling its single coach out of Bovey: close-up view of train with locomotive nearest camera
N493B	Brimley Halt, between Bovey and Heathfield: $\frac{3}{4}$ view from bankside on opposite side of track, showing hut, nameboard and benches, etc.
N493C	Teigngrace Halt, taken from track level at North end of platform: station building at far end
N493D	Teigngrace Halt, between Heathfield and Newton Abbot: nameboard and brick-built station building, with siding beyond and single wagon standing on it
R0202	Heathfield Junction, Devon, down end
R0203	Heathfield Junction: 0-4-2T 1468 running round its train
R0205	Heathfield Junction, up end, showing nameboard
R0206	Moretonhampstead station
X516	Ashton station, looking along the platform towards the staff, at the far end, posing for the photographer

LYNTON AND BARNSTAPLE*

* never of course run by BR but included in this list as it was absorbed by the SR in its working life.

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4280B	The former Lynton and Barnstaple station building at Lynton (no longer in use for railway purposes)	1954
4618A	Former railway station at Woody Bay, Lynton and Barnstaple, long after closure	
4618B	Former railway station at Blackmoor Gate, Lynton and Barnstaple, long after closure of the line	
4626B	Lynton and Barnstaple coach in use as a summerhouse at Clannaborough rectory, near Coplestone (the coach was later removed to the National Railway Museum at York)	
7277A	The former railway station at Woody Bay, Lynton and Barnstaple, $\frac{3}{4}$ view from what would have been the opposite side of the track: taken long after closure by the Southern Railway	
7378A	Close-up view of the Lynton & Barnstaple Railway coach which was preserved as a summerhouse at Clannaborough Rectory, near Coplestone, Devon. This is the saloon end of the vehicle, and also includes the station nameboard from Blackmoor	
7379B	Another view of the preserved Lynton & Barnstaple coach at Clannaborough Rectory (see also 7378A); this view shows the brake end together with the station nameboard from Bratton and a lower-quadrant signal	
C3023	Lynton and Barnstaple coach in the grounds of Clannaborough Rectory, with signal box; this coach is now in service on the Festiniog Railway	3 May 1964

C3024	Lynton and Barnstaple Railway: Woody Bay station after removal of tracks	3 May 1964
R0001	Brake compo coach used as a garden hut as Snapper Halt	Aug 1952

EXETER AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
330A	Meldon quarry: overall view from top of quarry face, up train passing signal box in distance	19 July 1958
330B	Meldon Quarry: new BR equipment in use (no rail interest)	19 July 1958
330C	Un-rebuilt West Country 4-6-2 34023 <i>Blackmore Vale</i> on up express passing Meldon Quarry halt	19 July 1958
4875	West Country 4-6-2 34003 <i>Plymouth</i> on train at Exeter St. Davids	
4883	Exeter Central viewed from above, with un-rebuilt Bulleid Pacific on down train; and up van train from Ilfracombe on through line	
5629 and 5630	Two virtually identical views of Exeter St. Thomas station: platforms in course of being raised and lengthened to cater for DMU's	
6761	Yeoford signal box	16 July 1960
B226/7	Exeter St. Davids shed; overall view with locos in steam outside	
B296/12	Rebuilt Bulleid Pacific 35022 <i>Holland-America Line</i> at Exeter Central ready to take the SCTS <i>Exeter Flyer</i> back to Waterloo; ¾ view of whole train from down platform but unfortunately spoilt by too much steam escaping from the locomotive and obscuring it.	3 Oct 1965
C364	Exeter St. Thomas station viewed looking along the tracks through the station; good view of overall roof and station generally	19 April 1957
C365	4-6-0 6018 <i>King Henry VI</i> about to leave Exeter St. Davids with an up train; ¾ view, train going away from camera	19 April 1957
C366	Passenger train arriving at Woodbury Road on the Exmouth branch; picture taken from the platform	19 April 1957
C1236	D601 <i>Ark Royal</i> and U class 2-6-0 31790 side-by-side at Exeter St. Davids, viewed near head-on	1 Nov 1958
C1237	Newton Abbot, looking West from the platform end, with a Plymouth train just departing double-headed by two Halls and about to tackle Dainton bank; a Castle stands on the left	1 Nov 1958
D48	Rebuilt Bulleid Pacific 35013 <i>Blue Funnel</i> at the platform at Exeter Central with an express for Waterloo; good ¾ view of the loco from the platform	5 Sept 1962
D134	D853 at Exeter St. Davids with an up parcels train on a dull day	2 Sept 1962
D155	Dull view of D7011 at Exeter St. Davids with an up local (2C77)	2 Sept 1962
J1272	Van CCTE E1305E XP 12T (a vehicle strengthened to take elephants in circus trains) at Exeter	13 Sept 1959
J1273	W9068W 12-wheel GWR sleeping car at Exeter	13 Sept 1959
J1274A	4-6-0 5069 <i>Isambard Kingdom Brunel</i> at Exeter St. Davids with the 11.0am Penzance to Paddington	13 Sept 1959
J1736	¾ view of Z class 0-8-0T standing on the middle road at Exeter Central (SR)	14 May 1960
J1740	Exeter GW shed yard with 0-6-0PT 6406, 2-6-2T 5524 and 0-4-2T 1452	

MHW358	Hall class 4-6-0 4995 <i>Easton Hall</i> heading the 6.50am from Paddington to Penzance non-stop through Exeter St. Davids	16 July 1960
MHW359	Z class 0-8-0Ts 30957, 30954 and 30955 AT Exeter St. Davids	16 July 1960
R0367	West Country class 4-6-2 34107 <i>Blandford Forum</i> at Cowley Junction, near Exeter	Whitsun 1962
R0368	West Country class 4-6-2 34002 <i>Salisbury</i> ascending Exeter bank	Whitsun 1962
R0369	4-6-0 1019 <i>County of Merioneth</i>	Whitsun 1962
W1241	REC <i>Devon Rambler</i> DMU at the platform at Exeter St. Davids	11 April 1959

EXETER (exclusive) to EXMOUTH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C335	Lympstone station on the Exmouth branch; good overall view, looking towards Exeter, with BR class 3 2-6-2T 82019 approaching with an Exmouth train	19 April 1957
C337	Topsham station on the Exmouth branch; good overall view showing both platforms and station buildings; no train	19 April 1957
C352	BR class 3 2-6-2T 82010 with passenger train on the Exmouth branch crossing the River Clyst near Topsham; $\frac{3}{4}$ view of whole train from river bank	19 April 1957
J1735	T9 class 4-4-0 30719 head-on view in Exmouth Junction shed	14 May 1960
J1741	Ivatt class 2 2-6-2T 41309 running round its train at Exmouth; view from near the platform end, looking towards Exeter	15 May 1960
MHW348	Ivatt class 2 2-6-2T 41318 arriving at Exmouth with the 12.12pm service from Exeter	15 July 1960

SEATON BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2899A	Seaton Junction: N7 0-4-4T 30045 with the branch train from Seaton at the branch platform, with King Arthur 4-6-0 30452 <i>Sir Meliagrance</i> standing on the loop next to it. Viewed approximately head-on from carriage window of up train arriving at Seaton Junction	1958
2899B	M7 0-4-4T 30045 with the branch train in the platform at Seaton terminus; locomotive working push-pull, propelling to Seaton, and viewed from smokebox end. $\frac{3}{4}$ view of whole train	1958
2899C	As 2899B, but near head-on looking straight down platform	1958
4158	M7 0-4-4T 30046 at Seaton with the branch train (Duty 493)	
4175	M7 0-4-4T 30046 taking water, on train at Seaton	
5480A	0-4-2T 1450 at rear of single-coach auto-train at Colyton ($\frac{3}{4}$ broadside) on its way from Seaton to Seaton Junction	2 Feb 1965
5481A	0-4-2T 1450 en route on the Seaton branch with single coach: near broadside	2 Feb 1965
5481B	Seaton Junction, with 0-4-2T 1450 in the branch platform with single coach forming the Seaton train. View taken from South of the station	2 Feb 1965
5655A	Exterior side view of Seaton station	
5655B	0-4-2T 1450 with single-coach train at Colyton, showing station building	

9010	10.45 a.m. Seaton Junction to Seaton after arrival at headed by 30046 0-4-4T Class M7 (X14 design)	9 Sept 1953
C331	M7 class 0-4-4T 30480 at Seaton with the branch train ready to return to the Junction; view looking along platform towards buffer stops	22 April 1957
C332	View from the platform at Colyton station with M7 class 0-4-4T 30480 approaching bunker-first with the branch train for Seaton	22 April 1957
C333	Colyton station on the Seaton branch; no train, but good overall view of signal box, station and buildings, and goods yard; looking South	22 April 1957
C334	View from the platform at Colyford with M7 class 0-4-4T 30480 approaching chimney-first with the branch train from Seaton	22 April 1957
C2350	M7 class 0-4-4T 30125 at platform 2 at Seaton ready to depart with the branch train for Seaton Junction	12 July 1962
C2351	M7 class 0-4-4T 30125 standing outside the shed at Seaton; on the right of the picture is the passenger station platform with the stock of the next departure for the Junction waiting for the loco to couple up to it	12 July 1962
C2352	M7 class 0-4-4T 30125 with the Seaton branch passenger train at Colyton; passenger station obscured by the train, but the view shows goods sidings and stock	12 July 1962
C2353	M7 class 0-4-4T 30125 with the Seaton branch train leaving Colyford over the level crossing	12 July 1962
C3144	0-4-2T 1450 with WR carriage forming the branch train for Seaton at the platform at Seaton Junction, when the line had been taken over by the Western Region from the Southern	18 Feb 1965
C3145	0-4-2T 1450 arriving at Colyford bunker-first with the branch train for Seaton; view from platform	18 Feb 1965
C3146	Colyton station viewed from the site of the former goods yard opposite the passenger station; 0-4-2T 1450 is just arriving with single-coach train	18 Feb 1965
C3147	Under the roof at Seaton station: 0-4-2T 1450 is at the platform with the branch train from the Junction.	18 Feb 1965
J1738	M7 class 0-4-4T 30048 with the branch train from Seaton at the branch platform at Seaton Junction	14 May 1960
J1739	Looking along the platform at the buffer stops end at Seaton with, in the distance, M7 class 0-4-4T 30048 taking water	14 May 1960
MHW344	M7 class 0-4-4T 30048 ready to leave Seaton with a train for Seaton Junction; $\frac{3}{4}$ view of loco from train end	14 July 1960
MHW345	M7 class 0-4-4T 30048, $\frac{3}{4}$ view from bunker end at Seaton	14 July 1960

COWLEY BRIDGE JUNCTION (EXETER) to OKEHAMPTON (exclusive)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C3053	Unrebuilt Bulleid Pacific 34081 with three-coach train near Coleford Junction, west of Yeoford; overall view of whole train from elevated position in open countryside	2 May 1964

S.R. MAIN LINE: AXMINSTER to EXETER

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
1505	Ivatt class 2 2-6-2T 41308 and another of the same class with the SCTS <i>Farewell to Steam</i> tour at Seaton Junction	20 Sept 1964
2417C	Unrebuilt West Country 4-6-2 34033 <i>Chard</i> on a down train at Axminster; $\frac{3}{4}$ view from up platform, with Adams Radial tank in the Lyme Regis branch bay platform on left of view	
2418A	Rebuilt Merchant Navy"4-6-2 35030 <i>Elder Dempster Lines</i> arriving at Axminster with up train: Adams Radial tank 30582 in the bay platform line immediately to right of camera	
2840A	Adams Radial 0415 class 4-4-2T 30583 in the platform at Seaton Junction: $\frac{3}{4}$ broadside view from opposite platform, therefore good unobstructed view of the locomotive	1958
2840B	Seaton Junction station: Adams 4-4-2T 30583 moving across foot crossing whilst mothers with prams wait on the main line escorted by a porter: M7 shunting milk tanks in background	1958
2840C	Seaton Junction: looking along the branch platform towards the main line, with (left to right) M7 shunting milk tanks far side main line; driving trailer end of Seaton branch train (set 381, duty 493) in foreground; and station building on right	1958
2841A	Seaton Junction, looking West along the down main platform. Signal box visible at end of platform. Unrebuilt Bulleid Pacific arriving with up train	1958
2841B	Adams Radial 4-4-2T with two-coach Lyme Regis branch train in the bay platform at Axminster: $\frac{3}{4}$ view of whole train, with bunker end of locomotive nearest camera. Taken from track level	1958
2841C	Axminster station viewed from the West end. Two coaches forming Lyme Regis branch train in bay on left (set 102): locomotive detached at far end and about to run round; unrebuilt West Country class 4-6-2 34097 <i>Holsworthy</i> with down train about to depart	1958
2842A	Adams Radial 4-4-2T 30582 about to depart from the bay platform at Axminster. Good $\frac{3}{4}$ view of whole train from smokebox end	1958
2897C	Class E1/R 0-6-2T 32124 standing on one of the through roads at Exeter Central: $\frac{3}{4}$ view from smokebox end	1958
2898A	M7 0-4-4T 30676 with passenger train in the bay platform (4) at Exeter Central	1958
2898B	Unrebuilt Bulleid Pacific 34075 at Exeter Central with up train; $\frac{3}{4}$ view from opposite the platform	1958
2898C	Seaton Junction viewed from an up train on the main line, showing track layout and locomotives in steam on branch and in the yard	1958
4179	Battle of Britain 4-6-2 34072 <i>257 Squadron</i> on up train arriving at Axminster	
4505A	Rebuilt Bulleid Pacific 34093 on train emerging from Honiton tunnel	
4505B	Un-rebuilt Bulleid Pacific 34086 on train descending Honiton incline	
6752	Adams 4-4-2T 30583 at Axminster on the 12.33 p.m. to Lyme Regis	14 July 1960

7104A	Pinhoe station, with DMU just departing, going away from camera under footbridge and over level crossing at far end of station	
7104B	$\frac{3}{4}$ view of station building, station house and (beyond level crossing) signalbox at Pinhoe	
7384A	Sidmouth Junction station a view looking along the platforms in the up direction. No train in view, but a Pullman coach is parked in a siding behind the up platform. Closed in March 1967, the station was re-opened as Feniton (its original name) just over four years later. This view is shortly before closure	
C244	Adams radial 4-4-2T 30584 running round the Lyme Regis branch train in the bay platform line at Axminster; good $\frac{3}{4}$ view of loco only from smokebox end	13 Sept 1956
C341	Class N15 4-6-0 30454 <i>Queen Guinevere</i> about to leave Sidmouth Junction with a down passenger train; view from footbridge looking down on loco going away from camera and on level crossing	22 April 1957
C2349	S15 class 4-6-0 30843 with lengthy mixed freight at Seaton Junction; good $\frac{3}{4}$ view of loco and most of train; on left is M7 class 0-4-4T 30125 with passenger train at the platform	12 July 1962
J505	Axminster station looking in the up direction with 4-4-2T 30583 in the Lyme Regis bay on left of picture	17 Jan 1959
J506	4-4-2T 30583 at the bay platform at Axminster with the 2.38pm to Lyme Regis about to leave; head-on $\frac{3}{4}$ view of whole train	17 Jan 1959
J507	S15 class 4-6-0 30846 shunts its up goods train clear of the main line at Axminster to make way for the 12.20pm from Ilfracombe to Waterloo	17 Jan 1959
J1742	A rebuilt Bulleid Pacific with the 11.0am from Waterloo at Sidmouth Junction; the view also includes the signal box	15 May 1960
MHW342	M7 class 0-4-4T 30048 at Seaton Junction, backing on to the through coaches for the Seaton branch off the 10.0am ex-Waterloo	14 July 1960
MHW343	Seaton Junction viewed from the through coaches for the Seaton branch off the 10.0am service from Waterloo	14 July 1960
R0250	View of the up main line from the branch at Axminster	
R0251	Axminster station down end with Adams Radial 4-4-2T	
R0252	Axminster station with Adams Radial 4-4-2T 30583 in the branch bay	
R0366	S15 class 4-6-0 30823 on Honiton Bank	Whitsun 1962
R3973	Adams radial 4-4-2T 30583 with train for Lyme Regis standing at the bay platform at Axminster; $\frac{3}{4}$ view of whole train from track level	

TIVERTON JUNCTION - HEMYOCK BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4522A	14xx 0-4-2T 1450 shunting its train of milk tanks at Hemyock	
4522B	1450 running light whilst shunting at Hemyock, shunter riding on locomotive. Station in background	
4526A	0-4-2T 1450 at Culmstock viewed from the River Culme below, with road over river bridge to the right	
4526B	0-4-2T 1450 shunting milk tank wagons over the level crossing at Uffculme	

4527A	14xx 0-4-2T 1450 and train of two brake vans leaving Uffculme	
4527B	0-4-2T 1450 with freight train in Uffculme station	
4896	14xx 0-4-2T and two milk tank wagons by the water tank at Hemyock	
4901	0-4-2T 1450 and two brake vans at Coldharbour Halt near Uffculme, with Coldharbour Mill in the background	
5306	0-4-2T 1451 with the single coach branch passenger train at the platform at Hemyock, terminus of the branch from Tiverton Junction. Close-up head-on $\frac{3}{4}$ view of whole train taken from platform.	
5406	Hemyock station viewed from a field of cows: locomotive at water tank, coach in platform	
5407	Single coach in the platform at Hemyock	
6759	1420 shunting milk tanks at Hemyock after arriving at 5.45 p.m.	15 July 1960
6760	1420 about to depart from Hemyock with the 6.00 p.m. to Tiverton junction	15 July 1960
B214/1	The branch train at Hemyock; looking along platform from end of line; loco nearest camera (unidentified 14xx 0-4-2T)	
B226/11	0-4-2T 1466 at the platform at Hemyock with the branch train for Tiverton Junction; head-on view looking along platform	
B226/12	0-4-2T 1466 at the platform at Hemyock with single coach forming the branch train from Tiverton Junction	
C977	0-4-2T 1449 with the mixed Hemyock branch train at Uffculme	14 June 1958
C978	0-4-2T 1449 leaving Uffculme with the branch mixed train for Hemyock	14 June 1958
C979	0-4-2T 1449 with the Hemyock branch mixed train at Culmstock; the passenger coach is ex- Barry Railway, gas lit	14 June 1958
C980	Hemyock station with 0-4-2T 1449 chimney-first standing at the platform with the branch mixed train	14 June 1958
C2887	0-4-2T 1450 at Hemyock, terminus of the branch from Tiverton Junction; distant view through trees and over river; water tank also visible	23 Aug 1964
C2888	0-4-2T 1450 shunting milk tank wagons at Hemyock; view from hillside down field	23 Aug 1964
C2889	0-4-2T 1450 with milk tanks and brake van at the passenger platform at Hemyock; good overall view, showing milk factory/dairy	23 Aug 1964
C2890	0-4-2T 1450 shunting at Hemyock, viewed from opposite side of line to above views (i.e. from the North)	23 Aug 1964
C2891	Train on the Hemyock branch formed of four milk tanks and two brake vans; near broadside view over field	23 Aug 1964
C2892	Another view, $\frac{3}{4}$ broadside, of the same train	23 Aug 1964
C2893	Another view of the same train; this one is rather closer	23 Aug 1964
C2894	The same train as above, this time near Sellars Mill, showing only loco and first two milk tanks; pond in foreground	23 Aug 1964
C2895	0-4-2T 1450 with train of two brake vans on the Hemyock branch; near broadside view	23 Aug 1964
C2896	0-4-2T 1450 approaching Uffculme with train of two brake vans; $\frac{3}{4}$ view, train approaching camera, loco chimney-first	23 Aug 1964
C2897	0-4-2T 1450 at Uffculme station with train of milk tanks; shows most of station building	23 Aug 1964

C2898	0-4-2T 1450 with train of two brake vans near Uffculme; $\frac{3}{4}$ view	23 Aug 1964
C2899	0-4-2T 1450 with two brake vans at the platform at Culmstock; $\frac{3}{4}$ broadside view	23 Aug 1964
C2900	0-4-2T 1450 with train of milk tanks and brake vans at the platform at Culmstock; $\frac{3}{4}$ view	23 Aug 1964
C2901	0-4-2T 1450 with two brake vans at the platform at Culmstock; $\frac{3}{4}$ view from back of train; station itself behind train	23 Aug 1964
C2902	0-4-2T 1450 with two brake vans; head-on view at Coldharbour Halt, last stopping place before Tiverton Junction in passenger days on the branch; end of platform and ramp visible	23 Aug 1964
C2903	0-4-2T 1450 and two brake vans in a cutting on the Hemyock branch, having just left Tiverton Junction (latter not visible); viewed looking down from cutting top	23 Aug 1964
J2071	Coldharbour Halt viewed from a carriage window on the 8.45am from Tiverton Junction to Hemyock	24 June 1961
J2072	0-4-2T 1470 with the branch passenger train at Uffculme; $\frac{3}{4}$ view of train	24 June 1961
J2073	The goods yard at Uffculme on the Hemyock branch	24 June 1961
J2074	0-4-2T 1470 with a mixed train of single passenger carriage and milk tanks at Culmstock; $\frac{3}{4}$ view of whole train	24 June 1961
J2075	Whitehall Halt viewed from a carriage window on the 8.45am down train to Hemyock	24 June 1961
J2076	0-4-2T 1470 on arrival at Hemyock with the branch train from Tiverton Junction	24 June 1961
J2077	0-4-2T 1470 shunting at Hemyock	24 June 1961
J2078	0-4-2T 1470, $\frac{3}{4}$ view along platform beside train	24 June 1961
J2079	Looking along the platform at Hemyock, with the branch train at the platform	24 June 1961
J2080	Whitehall Halt viewed from the 10.30am up train from Hemyock	24 June 1961
MHW354	Hemyock branch: the guard opening the gate at Whitehall Halt; viewed from a carriage window	15 July 1960
MHW355	0-4-2T 1420 at Hemyock with the 5.7pm train from Tiverton Junction	15 July 1960
MHW356	0-4-2T 1420 shunting milk tanks at Hemyock	15 July 1960
R0220	0-4-2T 1440 at Uffculme on up train	
R0221	0-4-2T 1440 at Uffculme on down train	
R0407	Bridge at Culmstock on the Hemyock branch	
R0408	0-4-2T 1470 at Hemyock	
R0409	0-4-2T 1470 at Hemyock	
R0410	0-4-2T 1470 at Uffculme on the Hemyock branch	

LYME REGIS BRANCH (excluding the terminus itself)*

* AS LYME REGIS ITSELF IS IN DORSET VIEWS OF THE TERMINUS APPEAR IN LIST DOR

Ref number Description

*Date taken
(where known)*

5123A	Combpyne station building, Lyme Regis branch	
5123B	Adams Radial 30583 at the platform at Combpyne with a train from Lyme Regis to Axminster: locomotive bunker-first, $\frac{3}{4}$ view	

5124B	Adams Radial 30583 arriving at Combpyne with train for Lyme Regis: camping coach on the left	
5656B	Single coach train with LMS Class 2 2-6-2T 41291 as motive power on the Lyme Regis branch: a distant view from the main line near the junction at Axminster	
5657A	Combpyne station: LMS Class 2 2-6-2T 41291 with single train in the platform, viewed from the siding (below platform level)	
5657B	LMS Class 2 2-6-2T 41291 with single coach train on the Lyme Regis branch: train enveloped in steam	
5659A	LMS Class 2 2-6-2T 41291 with single-coach train on the Lyme Regis branch	
B191/12	Ivatt class 2 2-6-2T 41291 AT Combpyne on the Lyme Regis branch with the LCGB <i>East Devon Rail Tour</i> ; $\frac{3}{4}$ view	
C343	Adams Radial 4-4-2T 30584 chimney-first with single coach Lyme Regis branch train at Combpyne; good $\frac{3}{4}$ view	21 April 1957
C344	Similar to C343, but nearer to head-on view of loco	21 April 1957
C345	View from carriage window of Lyme Regis branch train en route	21 April 1957
C346	Adams Radial 4-4-2T 30584 chimney-first with the single-coach Lyme Regis branch train in the bay platform at Axminster; station in background; good near head-on view	21 April 1957
S/C744	Sub-standard view of Adams Radial 4-4-2T 30582 leaving Combpyne with the branch train for Lyme Regis	5 April 1958
C745	Good distant view of Adams Radial 4-4-2T 30582 crossing Cannington viaduct on the Lyme Regis branch with passenger train	5 April 1958
C1939	4-4-2T 30583 approaching Cannington viaduct near Combpyne on the Lyme Regis branch; panoramic view from above	11 Nov 1960
C1941	4-4-2T approaching Cannington viaduct near Combpyne on the Lyme Regis branch; panoramic view, looking in the opposite direction to C1939	11 Nov 1960
C1942	4-4-2T 30583 approaching Combpyne with single-coach train on the Lyme Regis branch; view over fields	11 Nov 1960
J503	Distant view of Cannington viaduct taken from the 2.6pm Lyme Regis to Axminster train	17 Jan 1959
J504	Combpyne station on the Lyme Regis branch; overall view	17 Jan 1959
J1737	Adams radial 2-4-2T 30582 taking water at Axminster whilst working the Lyme Regis branch; $\frac{3}{4}$ view	14 May 1960
MHW326	4-4-2T 30583 just leaving Axminster with the 12.33pm to Lyme Regis	14 July 1960
MHW338	View from a carriage window on the 3.53pm train from Lyme Regis to Axminster as it approaches Cannington viaduct	14 July 1960
MHW339	Combpyne signal box on the Lyme Regis branch	14 July 1960
MHW340	View from a carriage window on the 3.53pm train from Lyme Regis to Axminster after leaving Combpyne	14 July 1960
MHW341	4-4-2T 30583 at Axminster, having taken water after working the 3.53pm from Lyme Regis	14 July 1960
R0244, R0245, and R0246	Three views on the Lyme Regis branch, showing curves, etc.	

R0247 and Two views from the train on the Lyme Regis branch
R0248

BRIXHAM BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5307	0-4-2T 142X sandwiched between coach and open wagon in bay platform at Brixham	
5410	Single coach branch train (locomotive beyond coach with wagons and brake beyond) in the platform at Brixham	
C1240	0-4-2T 1452 with the branch auto-train at Brixham; looking along the platform with the loco chimney-first	1 Nov 1958
C1241	Brixham station, overall view from track level, with branch passenger train at the platform; also shows sidings	1 Nov 1958
MHW659	The 11.15am DMU from Brixham arriving at Churston	24 June 1961
X511	0-4-2T 1452 at the platform at Brixham with the branch train; good atmospheric view, looking along the platform to loco head-on, with two railway staff and a couple of passengers, no-one apparently in any hurry to do anything	1 Nov 1958

WR MAIN LINE: EXETER to WHITEBALL TUNNEL

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5413	"Tiverton junction, change for Tiverton, Exe Valley, Culm Valley branches" large nameboard under footbridge: platform scene	
B214/2	Unidentified GWR 4-6-0 passing through Tiverton Junction station with express X10 on a wet day	
B214/3	0-4-2T 1450 arriving at Tiverton Junction with the branch train from Tiverton; loco shed visible	
B214/4	The Hemyock branch train departing from Tiverton Junction, viewed from the station footbridge; good view of track layout at the up end of the station	
B214/5	Diesel hauled down express passing Tiverton Junction (duty C26) viewed from station footbridge; good view of track layout at up end of station	
B226/10	0-4-2T 1466 in the loop platform at Tiverton Junction with the Tiverton branch train, viewed from above	
C2904	0-4-2T 1450 taking water in the branch platform at Tiverton Junction; smokebox end $\frac{3}{4}$ view of loco	23 Aug 1964
MHW357	Tiverton Junction with 0-4-2T 1420 shunting milk tanks which it has brought from Hemyock, ready to be taken onwards to Wood Lane, London (not by 1420!)	15 July 1960
R0406	0-4-2T 1434 at Tiverton Junction	
R0411	2-6-0 7311 entering Tiverton Junction	
R0412	Tiverton branch starter signal at Tiverton Junction	

KINGSBRIDGE BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2861C	Unidentified 2-6-2T bunker-first on passenger train in the station at Kingsbridge	14 June 1958
2862A	2-6-2T 5573 leaving Kingsbridge with a train for Brent: ¾ head-on view	14 June 1958
2862B	Kingsbridge station, looking along the platform northwards from the buffer stops end: passengers from train just arrived leaving the platform, and the locomotive running round its train	14 June 1958
2862C	Good overall view of Kingsbridge goods yard and passenger station, with 2-6-2T 5533 ready to depart with passenger train: plenty of freight stock in the yard	14 June 1958
2863A	2-6-2T 5573 taking water at the outer end of Kingsbridge station platform, also showing signalbox on left	14 June 1958
2863B	2-6-2T 5573 with its train in the platform at Kingsbridge ready to depart: ¾ view taken from platform	14 June 1958
2863C	Gara Bridge station viewed from a train approaching the station from Kingsbridge: shows 2-6-2T on train bound for Kingsbridge at the down platform, bracket semaphore signals and camping coaches on the right	14 June 1958
5789	2-6-2T 4561 bunker-first on a passenger train at Gara Bridge station on the Kingsbridge branch	
5923	Kingsbridge station, looking along the platform from the buffer stops; two coaches, for the next departure, at the far end of the platform. Passenger and luggage waiting under canopy	
5926	2-6-2T 4561 at Kingsbridge with branch passenger train	
C353	Kingsbridge station with 2-6-2T 4568 about to depart with the branch train to the junction at Brent; good overall view from outer platform end	20 April 1957
C354	Loddiswell station on the Kingsbridge branch photographed from a carriage window on the train	20 April 1957
C355	Avonwick station on the Kingsbridge branch, photographed from a carriage window on the train	20 April 1957
D40	North British class 2 diesel loco D6345 in the branch platform line at Brent with a freight train from Kingsbridge; not a good negative	5 Sept 1962
D41	Single-car diesel unit W55013 at the platform at Kingsbridge forming the 12.50pm to Brent	5 Sept 1962

HAYTOR GRANITE TRAMROAD

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
7031C	A well-preserved length of track on the Haytor Granite Tramroad. Opened in 1820, the track of this tramroad was virtually unique consisting of special L-section granite blocks laid longitudinally to a nominal gauge of 4'3". It was built to convey granite from quarries at Haytor and Holwell to Ventiford Wharf on the Stover Canal at Teigngrace. The tramroad was abandoned in 1858 and the lower portion has disappeared, but the remains have been scheduled as an ancient monument. This view is of one of the upper sections, though whether on the route to Haytor or to Holwell we cannot be sure	

TIVERTON JUNCTION (excluded) to TIVERTON (excluded)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5818	The aqueduct which carried the Grand Western Canal over the Tiverton branch near Halberton. The branch was always single track but this view clearly shows the one track and the provision made for doubling	
C2331	0-4-2T 1471 with a Tiverton to Tiverton Junction train at Halberton Halt, under the road overbridge	10 July 1962

PRINCETOWN BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2602A	2-6-2T 4568 bunker-first with a Princetown to Yelverton train at Dousland on the last day of service	3 March 1956
2603A	2-6-2T 4568 bunker-first with a Yelverton to Princetown train at Dousland on the last day of service: slightly marked photo, looking down the wooden section of the platform towards the signal box	3 March 1956
2604A	¾ view along side of train of a departure from Dousland to Princetown on the last day of service. Leading coach is W6540W	3 March 1956
2605A	Dousland station, overall view showing signal box and platform: no train in view (opposite angle to 2606A)	
2606A	Dousland station, signal, points to yard and station (opposite angle to 2605A)	
2607A	Last day of services on the Princetown branch: train from Yelverton approaching Dousland with platform, building, siding and signal in foreground	3 March 1956
2608A	Two 2-6-2T's (leading locomotive is 4568) at Dousland with the specially strengthened branch train from Princetown to Yelverton on the last day of services	3 March 1956
2609A	2-6-2T 4568 and another pulling away from Dousland with the specially strengthened branch train on the last day of service on the Princetown branch	3 March 1956
2610A	Last day of services on the Princetown branch: view of train near Dousland, on embankment, almost all of train shrouded in steam	3 March 1956

2611A	Double-headed branch train (two 2-6-2T's) near Dousland on the last day of services on the Princetown branch: not a good photograph, but the weather was lousy!	3 March 1956
2613A	A distant view of the Princetown branch train on the last day of services: more fields and sheep than railway. Lousy weather	3 March 1956
2615A	Two 2-6-2T's running round their train at Princetown on the last day of services	3 March 1956
2616A	Two 45xx 2-6-2T's running round their train at Princetown on the last day of services: shows end of stock at platform	3 March 1956
2618A	Burrator and Sheepstor Halt: viewed from the train on last day of service. Fog has cleared and view gives good view of nameboard, platform and hut	3 March 1956
2619A	View of the lake from the train at Burrator and Sheepstor Halt	3 March 1956
2620A	View from the Princetown branch train as it arrives at Yelverton for the last time	3 March 1956
9015	2.28 p.m. (SX) Yelverton to Princetown mixed train arriving at Princetown, hauled by 2-6-2T 4401	11 Sept 1953
B56/1	WR 2-6-2T 4542 pulling away from the junction at Yelverton with the branch passenger train for Princetown; close-up view of loco taken from low down	1955
B56/6	GWR 2-6-2T 4542 approaching Yelverton bunker-first with the branch train from Princetown	1955
B56/9	Princetown station viewed from the road approach, with passenger stock at the platform	1955
B56/10	Overall view of Princetown station and yards from the Yelverton end; shows (left to right) signal box, passenger train at platform, goods shed, sidings and water tower.	1955
B56/11	GWR 2-6-2T 4542 bunker-first standing at the platform at Princetown with train for Yelverton; $\frac{3}{4}$ view of whole train from track level; station hidden by train	1955

SIDMOUTH JUNCTION to EXMOUTH (exclusive) including SIDMOUTH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5622	Sidmouth station, viewed from outward end of platform looking to buffer stops, with BR Class 3 2-6-2T 82024 on passenger train at far side of the platform	
9011	1.17 p.m. Tipton St. Johns to Exmouth near Budleigh Salterton hauled by 30669 0-4-4T of M7 class	9 Sept 1953
C336	Littleham station, between Exmouth and Budleigh Salterton, with rear of passenger train just departing and O2 class 30193 on other line, light engine	22 April 1957
C338	Ivatt class 2 2-6-2T 41307 at the platform at East Budleigh, between Tipton St. Johns and Exmouth, with the branch passenger train; head-on view of train, looking along platform from foot of ramp	22 April 1957
C339	Newton Poppleford, the first station south of the junction at Tipton St. Johns on the line to Exmouth, viewed from overbridge; no train	22 April 1957
C340	Ottery St. Mary station viewed from the driving compartment of a push-pull steam train, showing gates closed over track following departure; shows station buildings	22 April 1957

J1743	BR class 3 2-6-2T 82013 at Tipton St. Johns with passenger train; signal box on right of picture	15 May 1960
J1744	Looking over the fields from a carriage window on the Sidmouth branch to a ballast train near Newton Poppleford on the line to Exmouth	15 May 1960
MHW347	BR class 3 2-6-2T 82018 at Tipton St. Johns with the 11.32am to Exmouth	15 July 1960

DULVERTON (exclusive) to BARNSTAPLE (exclusive)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C2318	2-6-0 7337 at the platform at Swimbridge with a passenger train from Taunton to Barnstaple; good $\frac{3}{4}$ view of whole train from above, also showing goods shed and station buildings	9 July 1962
C2319	2-6-0 7304 at Filleigh with a Barnstaple to Taunton train; near head-on view from platform	9 July 1962
C2320	East Anstey station; view from track level looking between the platforms in the direction of Barnstaple	9 July 1962
C2321	2-6-0 6340 at the platform at East Anstey with a passenger train from Taunton to Barnstaple; shows both platforms	9 July 1962
C2322	2-6-0 6372 arriving at Bishops Nympton and Molland with a passenger train from Taunton to Barnstaple; $\frac{3}{4}$ view showing whole train	9 July 1962
C2323	2-6-0 6372 with passenger train from Taunton to Barnstaple at South Molton; goods shed on right of picture	9 July 1962

TORRINGTON to BARNSTAPLE (exclusive)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B296/6	BR class 4 2-6-4T 80039 with the Torrington portion of the SCTS <i>Exeter Flyer</i> in Bideford station; also shows signal box and some of the station structure; $\frac{3}{4}$ view of whole train, loco bunker-first	3 Oct 1965
B296/7	Similar to B296/6	
B296/8	Similar to B296/6 and B296/7, but rather too much escaping steam!	3 Oct 1965
B269/9	BR class 4 2-6-4T 80039 chimney-first at Torrington with the SCTS <i>Exeter Flyer</i> ; $\frac{3}{4}$ view of whole train	3 Oct 1965
J1259	M7 class 0-4-4T 30255 at Bideford with the Torrington portion of the <i>Atlantic Coast Express</i>	12 Sept 1959

MELDON JUNCTION to HALWILL JUNCTION

For other views at Halwill Junction please see under the Halwill – Torrington heading

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
X73	Trains passing at Halwill: T9 class 4-4-0 30709 with a train for Bude and Padstow is arriving; N class 2-6-0 31845 is on the left with an up train; poor repro, not recommended	21 April 1960

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.