



Photo Library

FOR THE LOVE OF A RAILWAY

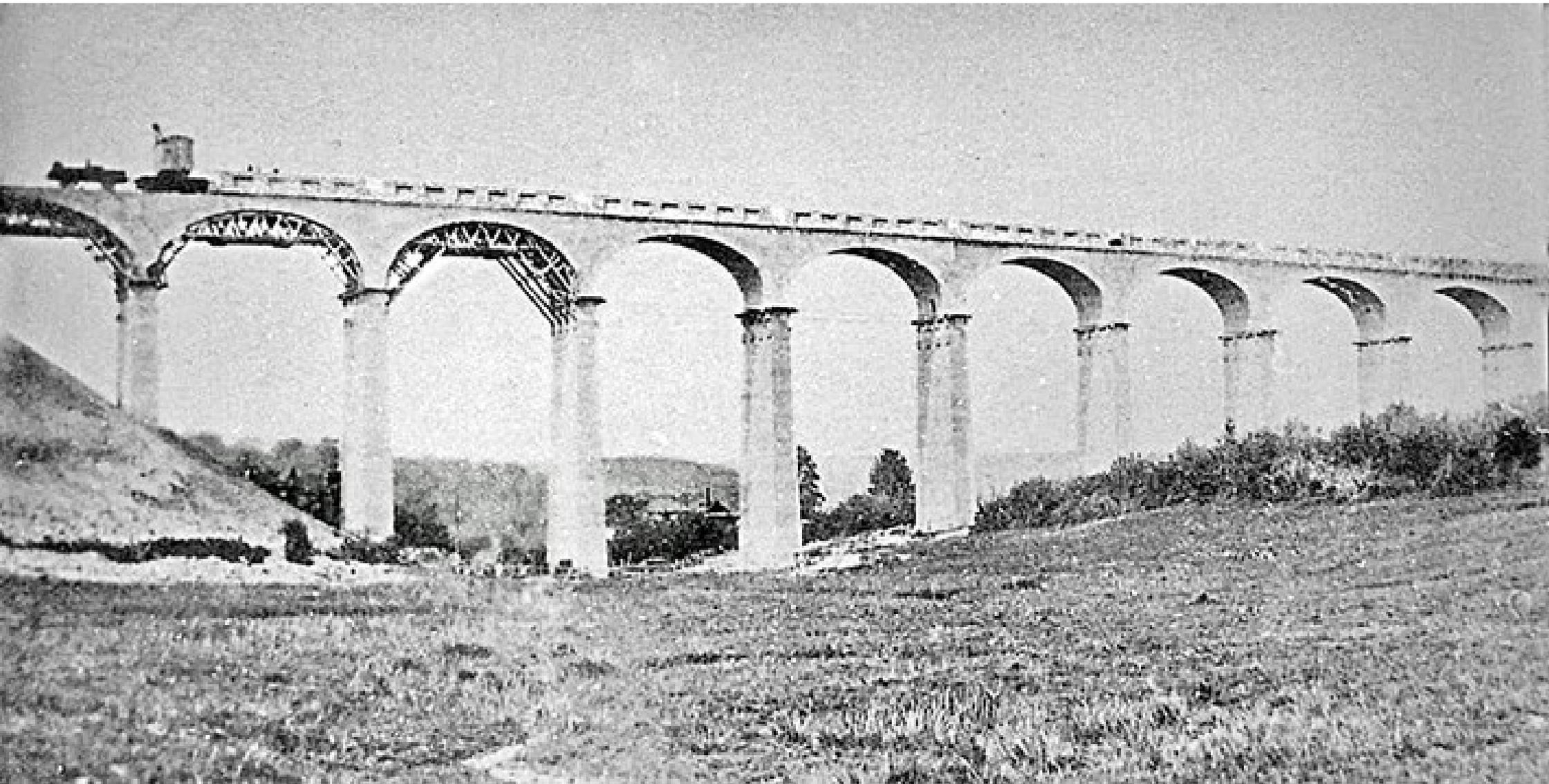
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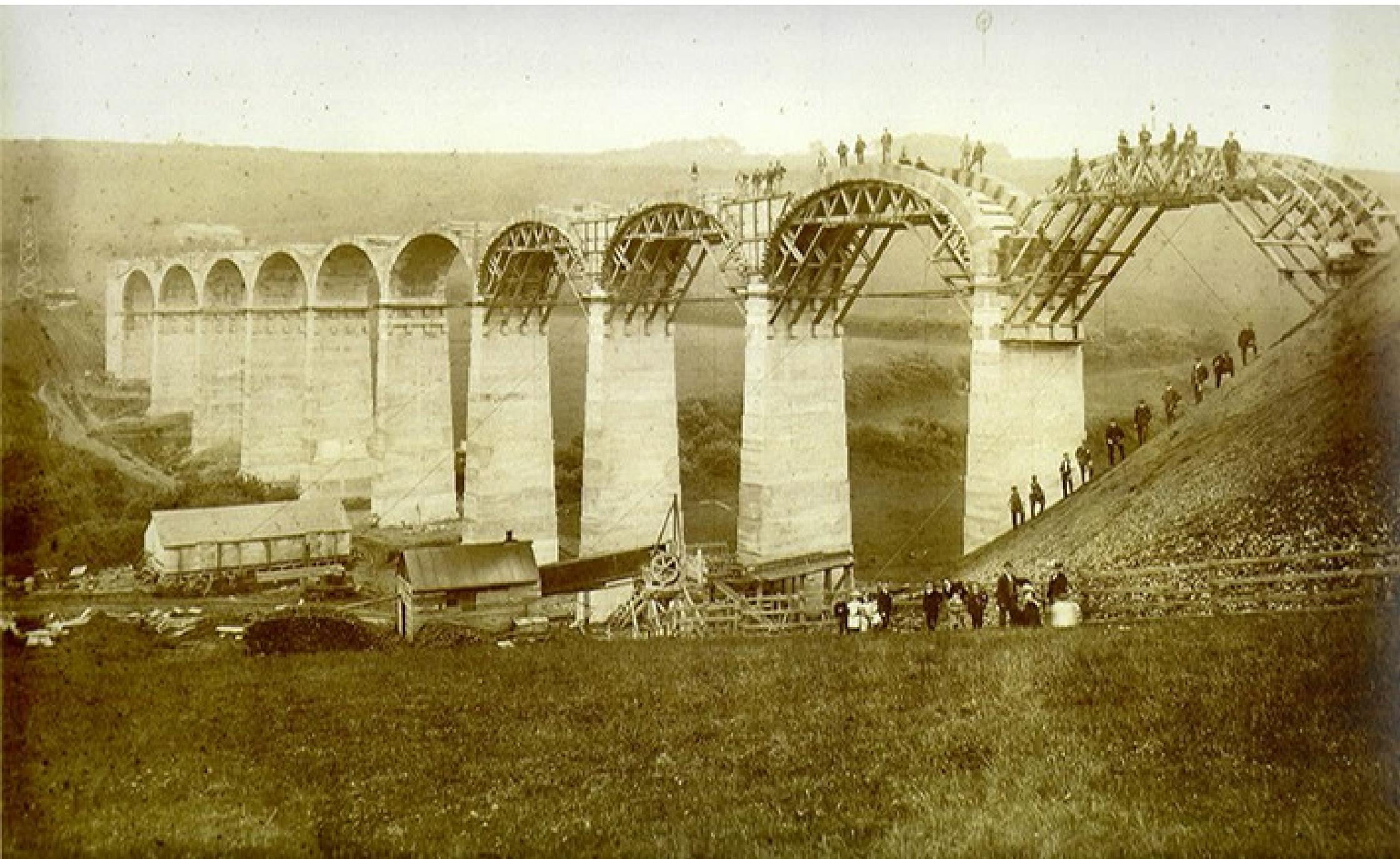
East Devon
National
Landscape



Construction



Cannington Viaduct almost complete in 1903 but already being repaired after a landslide. The line opened months later.



Cannington Viaduct while under construction in about 1902. The workers were called navvies.



Stations



Lyme Regis Station looking busy in the 1920s with a loco on the platform. Photo: Percy Bird.



Axminster Station in the early 1960s with the start of the branch line to Lyme Regis on the right. Photo: Percy Bird.



Combyne was the only station between Axminster and Lyme Regis. In the background is a camping coach where you could take your holidays. Photo: RC Riley.



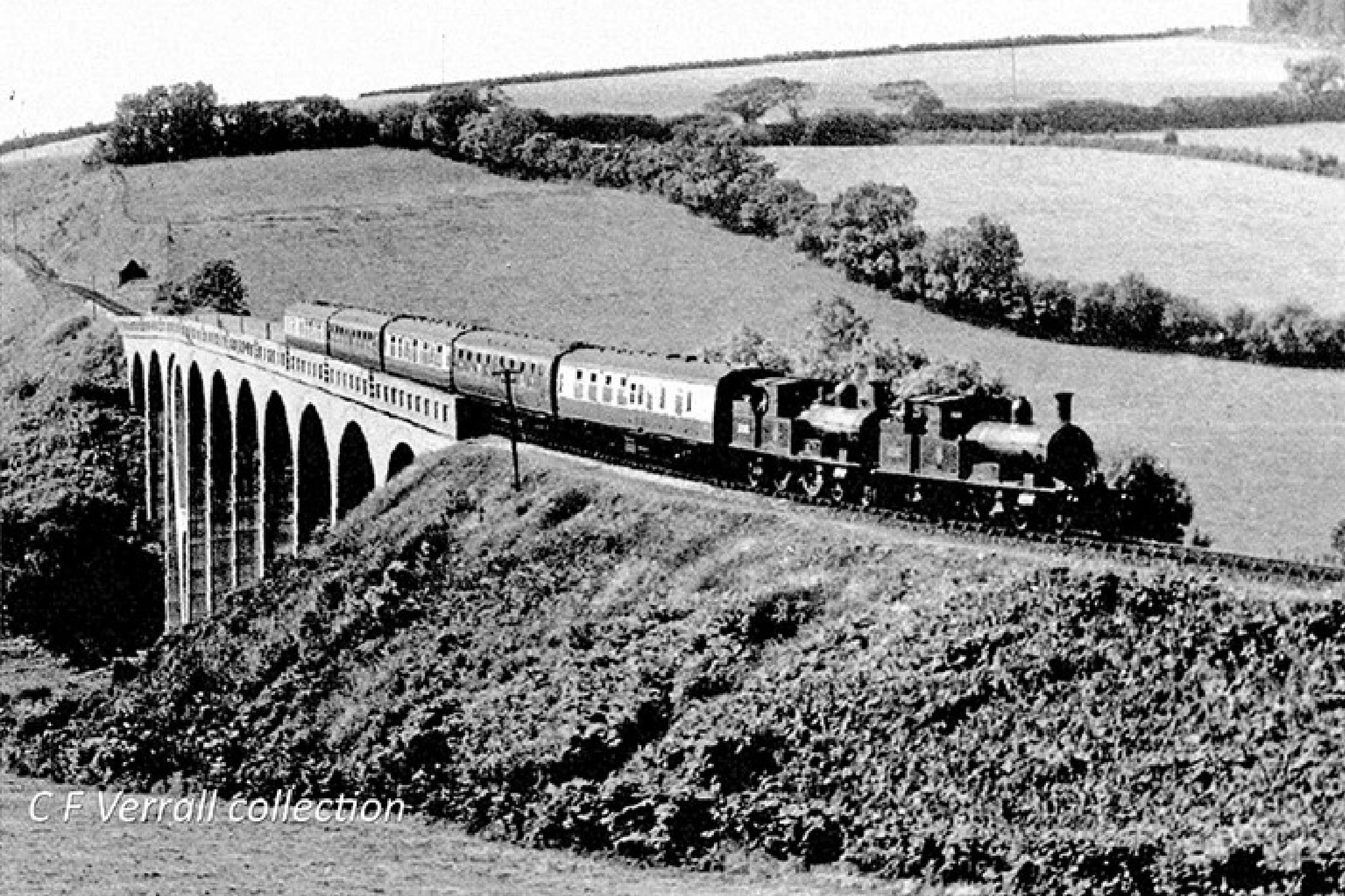
Lyme Regis Station in the 1940s with views to the sea. The station was half a mile from the town centre. Photo: Percy Bird



Axminster Station with an express loco bound for other parts of Devon and Cornwall. Photo: Percy Bird



Bridges & Structures



A Saturday train bound for Lyme Regis. Pulling five busy holiday carriages needed two 'Lyme Billy' locos. Photo: Charlie Verrall



A train from Lyme Regis headed for Axminster crosses Cannington Viaduct. One of the arches has been repaired.



A train from Axminster to Lyme Regis leaving Cannington Viaduct. 11.6.65. Photo: Roger Joanes.

A diesel train leaves Cannington Viaduct headed for Lyme Regis. The fact that it's diesel powered tells us this was in the early 1960s shortly before closure.
Photo: Roger Joanes.



A disused bridge carries the road over the former railway line at Hartgrove just south of Combyne. Photo: Barrie Hedges.



An illustration of the Adams 'Lyme Billy' 30583 passing under the Gore Lane bridge at Uplyme. Illustration by Philip D Hawkins.



Locomotives & Rolling Stock

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This Terrier locomotive was one of the first to run on the line in 1903. It is now preserved on the Isle of Wight. Photo: Matthew Preston



An Adams O2 locomotive of the type that ran on the line between 1907 and 1913. It couldn't cope with the curves on the line and was often damaged. Photo: Percy Bird



One of the Adams Radial 'Lyme Billy' trio that took over the line in 1913 and survived until 1961.
Photo: John Way.



Another Adams Radial 'Lyme Billy' on one of the steeper parts of the line. Photo: John Way.



Headed towards Lyme Regis, the Adams Radial 'Lyme Billy' 30582' comes round a sharp curve approaching Uplyme. Photo: John Way.



The line was known for its beautiful scenery as shown in this photo of one of the Adams Radial Lyme Billy locos. Photo: John Way



In 1961, the 'Lyme Billy' locos eventually gave way to a more modern Ivatt steam loco for two years



A train from Lyme Regis nearing Combpyn. 11.6.65. Photo: Roger Joanes.

A diesel unit of the type that ran in the final stages of the line between 1963 and closure in 1965. Photo: Roger Joanes



People, Work & Daily Life

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Percy Bird, who lived in Lyme Regis, was one of the drivers in the 1930s and 1940s. Photo: Percy Bird Collection



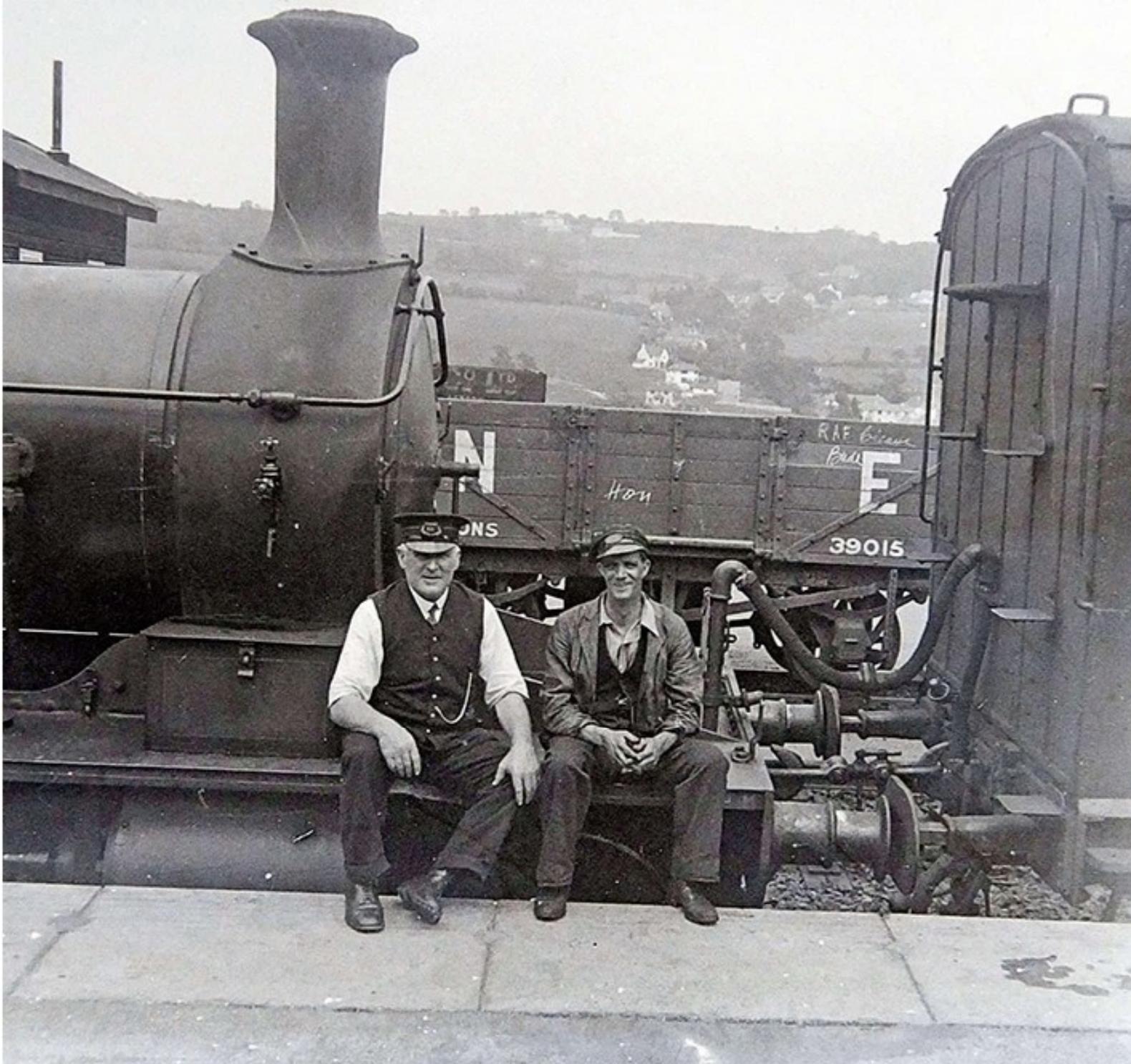
A gleaming Adams radial loco and driver about to start work at Lyme Regis. Photo: Percy Bird.



A busy scene on Lyme Regis station in the 1920s with one of the 'Lyme Billy' locos waiting. Photo: Percy Bird.



The station and footplate crew at Lyme Regis Station in 1949. Photo: AH Brown collection.



Driver Percy Bird and an unidentified fireman take a break at Lyme Regis Station in the 1930s or 1940s. Photo: Percy Bird Collection.



Special trains were run for enthusiasts in 1965 shortly ahead of the closure of the line. Photo: Percy Bird.



Signalman Donald King started as a porter at Axminster and went on to do signal duties in Lyme Regis and the wider area. Photo: Donald King Collection.



Fireman Terry Guppy (left) and driver Tom Woodman with a young footplate visitor in the late 1950s or early 1960s.



The crew who repaired the line get busy on the track near Combyne. Photo: Roger Joanes.



Memorabilia & Posters

FOR THE LOVE OF A RAILWAY

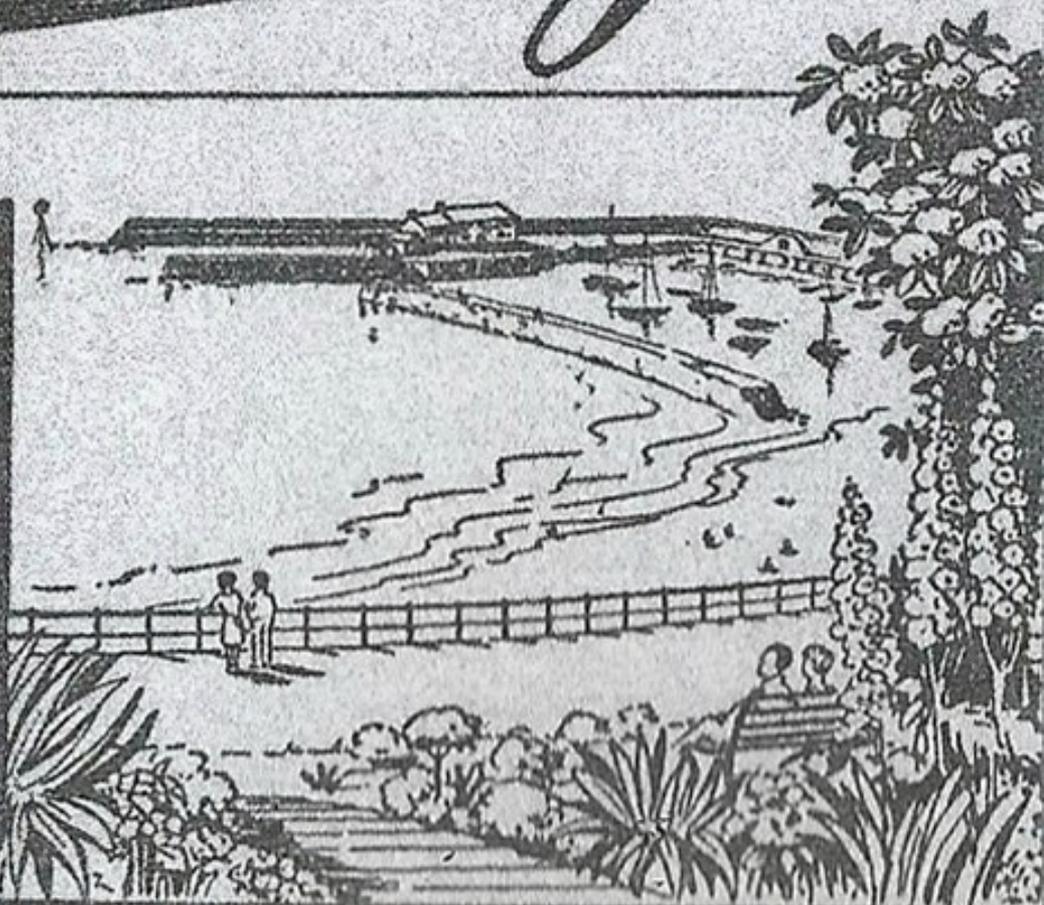
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Lovely
Lyme Regis

SAFE
BATHING
BOATING
FISHING
SUPERB
SCENERY



SEA SUN SANDS

WRITE FOR GUIDE. (P.O. 1/- PLEASE) FROM

INFORMATION BUREAU, ROOM 1, LYME REGIS. PHONE 609

A typical Lyme Regis poster promoting the holiday opportunities made possible by the railway.

www.RETRO PRINT SHOP.co.uk

LYME REGIS

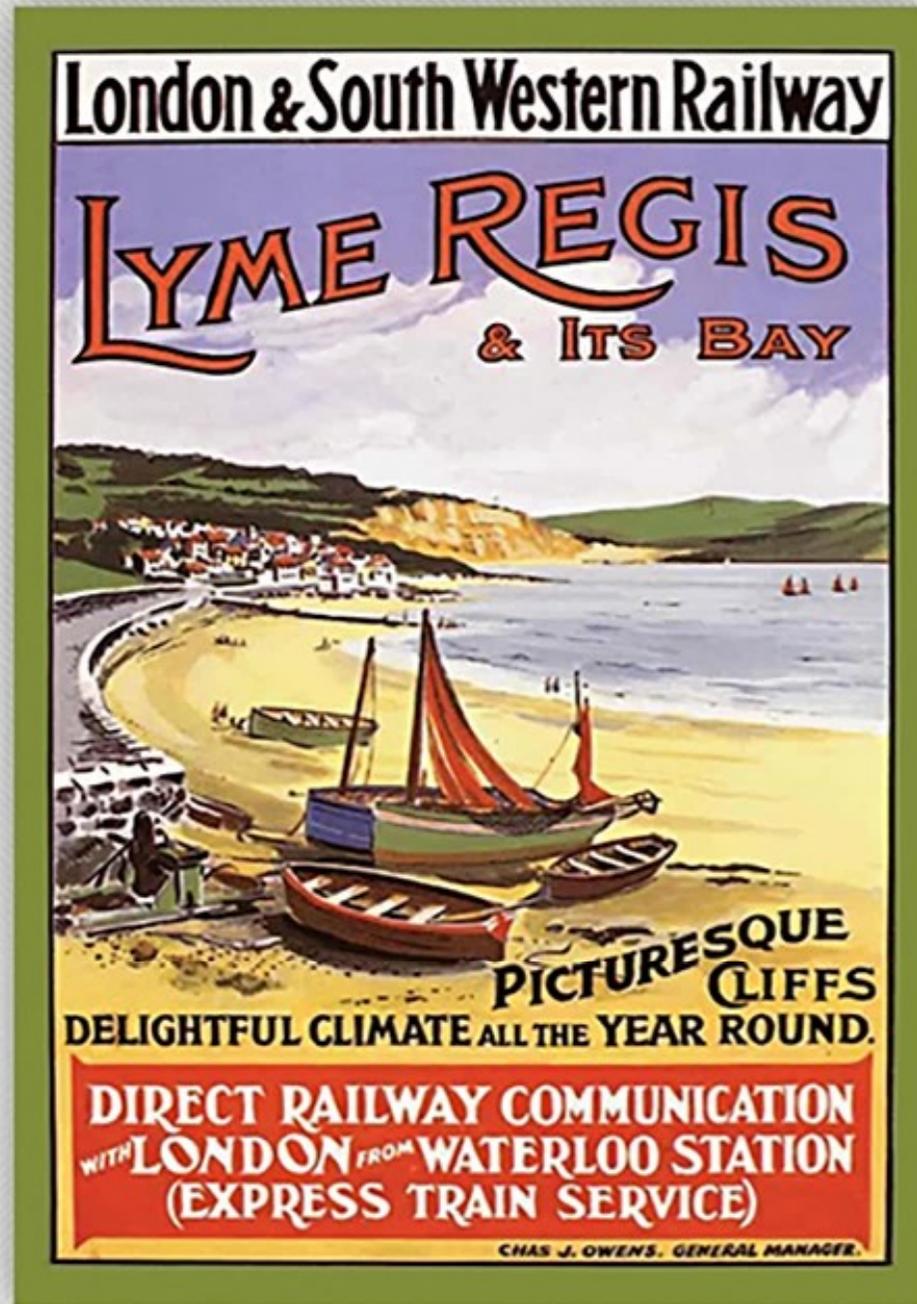
ZAMBERT

DEVON & DORSET BORDER
ILLUSTRATED GUIDE FROM
SOUTHERN ADVERTISING DEPARTMENT
LYME REGIS

H. A. WALKER,
CENTRAL MANAGER

CORRIDOR
RESTAURANT - CAR
EXPRESS TRAINS FROM
LONDON (WATERLOO)

A Southern railway poster from the era of the Southern railway between 1923 and 1938.



This London & South Western railway poster dates from the period between 1907 and 1923.

LONDON-SOUTH WESTERN RAILWAY.

AXMINSTER & LYME REGIS LIGHT RAILWAY.

TRAIN SERVICE JUNE TO SEPTEMBER, 1905, OR UNTIL FURTHER NOTICE.

DOWN TRAINS—Week-Days only.

| | a.m. | a.m. | a.m. | JUNE ONLY. a.m. | JULY, AUG. & SEPT. ONLY. a.m. | p.m. | p.m. | p.m. | p.m. |
|------------------------|------|-------|-------|--------------------|----------------------------------|------|------|------|-------|
| LONDON (Waterloo) dep. | -- | 5 50 | 8 50 | 11 10 | 11 20 | 1 0 | 2 55 | -- | 5 50 |
| SALISBURY - " | -- | 8 17 | 11 5 | 1 10 | 1 18 | 3 10 | 4 40 | -- | 7 55 |
| YEOVIL - - " | 6 50 | 9 35 | 11 45 | 2 20 | 1 42 | 4 30 | 5 40 | -- | 8 35 |
| AXMINSTER - arr. | 7 44 | 10 32 | 12 57 | 3 16 | 2 47 | 5 24 | 6 39 | -- | 9 43 |
| EXETER (QUEEN ST) dep. | 7 40 | 9 20 | 11 25 | 1 0 | 1 0 | 3 25 | 4 40 | 7 40 | -- |
| AXMINSTER - arr. | 8 21 | 10 19 | 12 58 | 1 59 | 1 59 | 4 24 | 5 47 | 8 42 | -- |
| AXMINSTER - dep. | 8 22 | 10 37 | 1 5 | 3 22 | 2 55 | 5 30 | 6 45 | 8 45 | 9 55 |
| Combyne - - " | 8 38 | 10 53 | 1 21 | 3 38 | 3 11 | 5 46 | 7 1 | 9 1 | 10 11 |
| LYME REGIS - arr. | 8 45 | 11 0 | 1 28 | 3 45 | 3 18 | 5 53 | 7 8 | 9 8 | 10 18 |

Thursday only and during July and August only. Will not run during June and September.

NO SUNDAY SERVICE.

UP TRAINS—Week-Days only.

| | a.m. | a.m. | p.m. | JULY, AUG. & SEPT. ONLY. p.m. | JUNE ONLY. p.m. | p.m. | p.m. | p.m. | p.m. |
|------------------------|------|-------|-------|----------------------------------|--------------------|-------|------|-------|-------|
| LYME REGIS - dep. | 7 50 | 9 40 | 12 27 | 2 15 | 2 40 | 4 52 | 6 8 | 8 12 | 9 15 |
| Combyne - - " | 8 1 | 9 49 | 12 38 | 2 26 | 2 51 | 5 3 | 6 19 | 8 23 | 9 24 |
| AXMINSTER - arr. | 8 13 | 10 0 | 12 50 | 2 38 | 3 3 | 5 15 | 6 31 | 8 35 | 9 35 |
| AXMINSTER - dep. | -- | 10 32 | 12 57 | 2 47 | 3 16 | 5 24 | 6 39 | 9 43 | 9 43 |
| EXETER (QUEEN ST) arr. | -- | 11 31 | 1 52 | 3 34 | 4 14 | 6 22 | 7 35 | 10 29 | 10 29 |
| AXMINSTER - dep. | 8 21 | 10 19 | 12 58 | 4 24 | 4 24 | 5 47 | 7 9 | 8 42 | 9 52 |
| YEOVIL - - arr. | 9 20 | 11 10 | 1 48 | 5 10 | 5 10 | 6 45 | 8 0 | 9 32 | 10 40 |
| SALISBURY - - " | 10 1 | 12 26 | 3 7 | 6 21 | 6 21 | 8 10 | -- | 10 30 | -- |
| LONDON (Waterloo) " | 12 0 | 2 35 | 5 20 | 8 7 | 8 7 | 10 30 | -- | 3A33 | -- |

Thursday only and during July and August only. Will not run during June and September.

A—Via Eastleigh.

B—On Fridays leave Axminster 10.4 a.m. and arrive Exeter 10.45 a.m.

NO SUNDAY SERVICE.

ORDINARY AND WEEK-END TICKETS

Are issued from LONDON (WATERLOO), as under:—

| | ORDINARY. | | | | | | TOURIST. | | | WEEK-END | | |
|-------------------|-----------|------|------|--------------------------|-------|-------|--------------------------|------|------|--------------|------|------|
| | SINGLE | | | RETURN (Returnable only) | | | Available for Six Months | | | (See Note B) | | |
| | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd | 1st | 2nd | 3rd |
| To COMBYNE - - | 24/9 | 15/6 | 12/5 | 43/6 | 27/5 | 24/10 | — | — | — | — | — | — |
| To LYME REGIS - - | 25/1 | 15/9 | 12/7 | 44/2 | 27/10 | 25/2 | 43/- | 27/6 | 23/- | 31/6 | 19/9 | 15/9 |

B—Week-End Tickets are issued to Lyme Regis on Fridays and Saturdays, available to return by any train on the following Monday or Tuesday only.

Refuse Application

CHAS. J. OWENS, General Manager.

L.R.

Waterloo and Sons Limited, Printers, London Wall, London.



Signalman Donald King's whistle.



Signalman Donald King's pocket watch - good time keeping was vital.



A lamp of the type used on the rear of trains. Courtesy family of Donald King.



After Closure

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The line was known for its bluebells, still growing on the old route in the woods at Hartgrove. Photo: Barrie Hedges



This bridge on Trinity Hill Road has been almost filled in. Photo: Barrie Hedges.



There were several attempts to re-open the line as a narrow gauge railway. This one, like the others, failed.



Cannington Viaduct is still standing and is much loved. Photo: Barrie Hedges.



One of the Adams Radial 'Lyme Billy' locos is being preserved on the Bluebell Line in Sussex. Photo: Steve Haynes.



Model Railway

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For the Love of a Railway's large model of the line is open for visits in Axminster. Here is the scene at Combyne. Photos: Barrie Hedges



The model scene passing Uplyme Church.



The model scene crossing Cannington Viaduct.



Another scene on Cannington Viaduct



A model scene with train coming under Trinity Hill Road



A model scene showing the general view of the village of Uplyme with Cannington Viaduct beyond.



A model scene showing Combyne Station.