

Image looking east gives an aerial view of the station and goods yard area with the relevant items featured in the text

**Reference used: Exeter-Newton Abbot A Railway History by Peter Kay**

**Timeline**

Myrtle Hill bridge span renewed 1960 ? [This is the date I have but I think you have mentioned 1970, I have cross-referenced this with the images you posted recently showing the bridge spans arriving and work being done on installing the beams. This clearly shows the track still in place in the goods yard which would not have been the case in 1970. I am not certain of this datewise Bill so I will leave it to you to determine if you wish to use the information.]

General Goods facilities withdrawn in 1965.

Down sidings taken out of use 1965.

[In the 1960's the down sidings area was considered for use as a bus station but eventually used for the new by-pass built in 1974-76, opening on 22/03/76.]

Coal traffic continued to use up sidings until December 1967 which marked the end of all goods traffic.

Up sidings lifted 1968 \* save for a few feet of rail left to support 2 wagons used as storage by a local business.

Goods shed and S & T buildings demolished 1970.

[Goods yard remained unused after 1970 apart from car parking and overnight parking for buses.]

Signal box demolished 1987.

In 1988 the industrial units were built and the area became known as Station Business Park.

Myrtle Hill Bridge Arch infill 2002.

[Notice from network Rail:

#### **ENGINEERING WORK STARTS ON TEIGNMOUTH BRIDGE**

Essential engineering work by Network Rail on a road-over-railway bridge near Teignmouth Station begins this week. An arch on the side span of Myrtle Hill Bridge, constructed in 1863, was once used for access to sidings but is now redundant. The proposed works will include the infill of the structure to support and strengthen the existing road, and the upgrading of the parapets. New engineering techniques will be used to ensure that the work conforms to designs for the bridge that are sympathetic to the surrounding environment. This new technology will also avoid the need to remove the bridge deck or close the bridge during the works. Traffic lights will be needed to manage traffic for short periods only. The project is expected to cost around £300,000 and it is hoped that work will be completed by March 2003.]

#### **Signal and Telegraph Depot (S & T)**

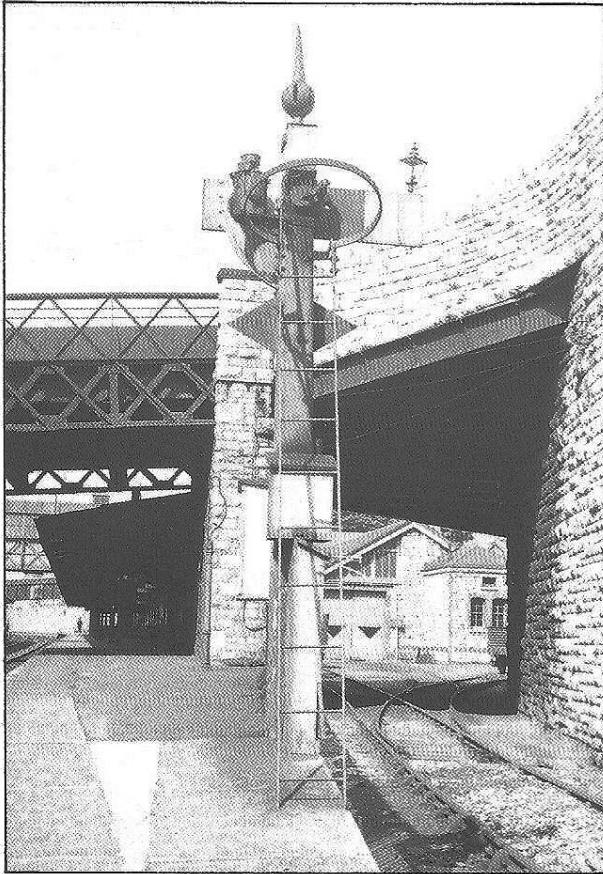
A building was erected on the west side of the goods yard for use as the above noted depot. This included a forge, a carpenter's shop and a tinsmith's shop with around 35 employed! This depot was closed in 1962.

#### **Goods Shed & Yard**

Primarily used for small items usually requiring collection and delivery. A grain merchant – Silcock's – rented a small area in the goods shed for storage and Woolworth's had a full truck delivery every few weeks. Up to around 1950 the delivery of goods locally was by horse and cart. Clydesdales were used and were stabled by the railway cottages at the bottom of Shute Hill. A motor van and lorries were used from around 1950 for these and other deliveries further afield.

Coal traffic was split between the up sidings, used mainly by E J Bellamy & Sons, Bitton Street and the down sidings used by Player's, Wellington Street. Matthew and Bennett, Brunswick Street, used either side. There was a weighbridge installed by the entrance to the goods yard for the coal merchants use and E J Bellamy had a small office hut behind the up loading bank. [For non railway people a loading bank was provided in almost every yard to ease the loading and unloading of railway wagons. Wagons or vans run into this siding may well have been still emptied directly into a road vehicle pulled up on the other side of the tracks. So basically like a railway passenger platform but not necessarily constructed to the same standard.]

Fish traffic was a long lived 'export' from Teignmouth, mainly sprats, herrings and mackerel which loaded from the up siding loading bank onto vans bound for Billingsgate, Cardiff and Birmingham. Shellfish from the Teign were also sent out in large quantity and sometimes loaded onto a fast London bound goods service making a special stop at Teignmouth. (I will probably cover more of this when I get to look at the quay area)



1.

Image copyright E D Bruton

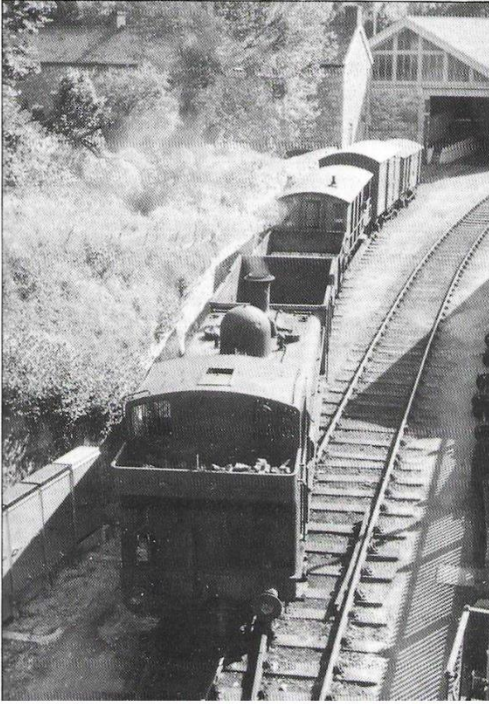
Image 1 1949, shows the east entrance to the goods yard through which can be seen the goods shed and office. On the right you can just see the corner of a wagon that was on the loading bank siding. Just visible on the right of the opening is the loading gauge.



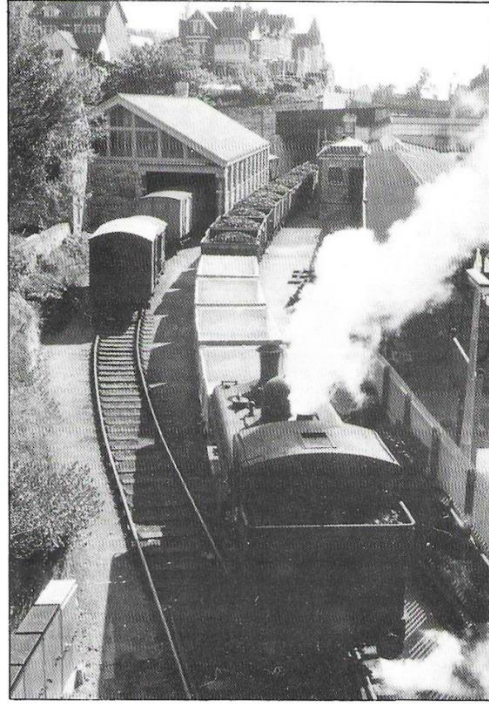
2.

Image 2 Peter Kay collection

Image 2 around 1956, shows the down sidings and crane. These are probably coal wagons either empty or waiting to be unloaded for domestic suppliers.



3.



4.

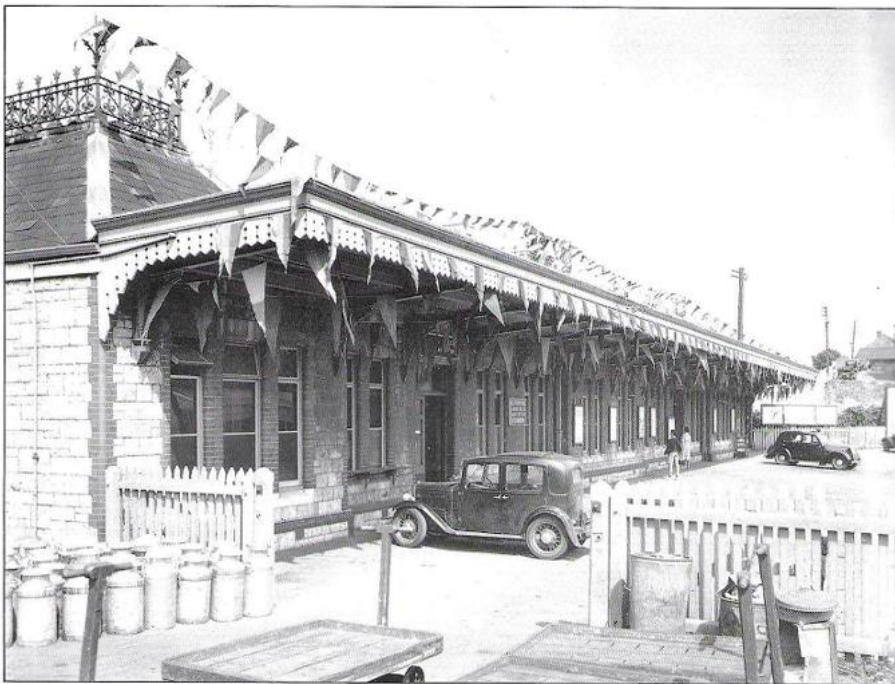
Image 3, 4 Peter Kay collection

Images 3 and 4 around 1960, show the goods shed looking east with a variety of wagons. It's possible that the coal wagons in image 3 have been bought up from the quay for distribution further up or down the line.

Down sidings were mainly used for horses and cattle loading; coal traffic; furniture containers; \*\*elephants!; large scenery items for the Carlton Theatre.

Up sidings mainly used for coal traffic and general goods.

\*\* Elephants as part of the Bertram Mills circus when visiting Teignmouth?



5.

Image 5 Peter Kay collection

Image 5 shows the station all decked out for the Teignmouth carnival on 17<sup>th</sup> August 1949. Taken from the loading bank at the front of the station on the down sidings. Plenty of milk churns as the milk traffic had resumed after the war but sadly ended in the 1950's.

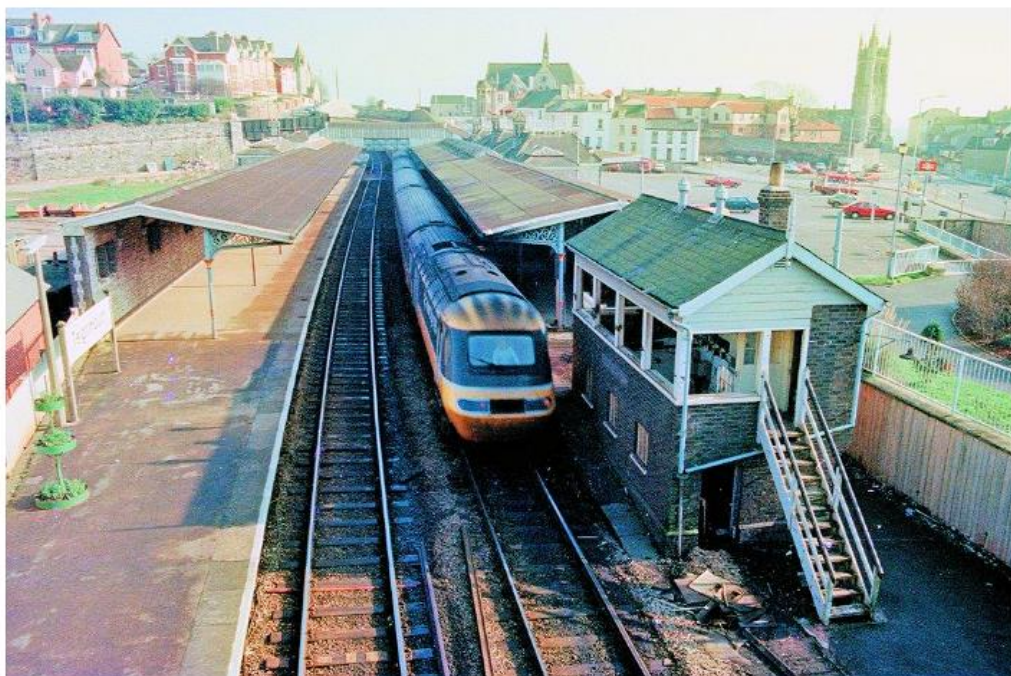
## Signal Box



6.

Image found on Flickr copyright Stapleton Road

The signal box, which was built at the west end of the westbound platform in 1896, was closed on November 14 1986 when the new Panel Signal Box at Exeter took over control of the line. Note the pile of coal under the stairs to keep the stove going for a brew up and heating! Demolished February 1987.



7.

HST passes Teignmouth box which was demolished that night. The box was closed on Friday 14 November 1986 14th February 1987. Copyright Paul Barlow



8. Inside Teignmouth box which was demolished that night. 14th Feb 1987 Copyright Paul Barlow

Images 7 & 8 from Cornwall Railway Society website.

Copyrights as noted.



9.

Image from 2007, some 20 years or so after the box was demolished. Copyright Ritchie B and found on Flickr.

Figures quoted courtesy of: Exeter-Newton Abbot A Railway History by Peter Kay

**“Traffic Department Staff at March 1934:**

- 1 Stationmaster
- 2 Booking Clerks
- 4 Goods Clerks
- 1 Parcel Clerk
- 2 Parcel Porters
- 5 Porters
- 1 Waiting Room Attendant
- 2 Goods Checkers
- 2 Goods Porters
- 1 Motor Parcel Vanman
- 3 Goods Carters
- 3 Signalmen (Station)
- 3 Signalmen (Old Quay)
- 1 Signalman (Bishopsteignton)

Total 29

Extra summer staff

- 1 Clerk
- 2 Ticket collectors
- 1 Parcel Porter
- 1 Goods Porter
- 2 Porters
- 1 Signalman (Bishopsteignton)

**Traffic Dept staff 1987**

- 1.5 Booking Clerks\*
- 3 Senior Railmen

Extra summer staff:

- 1 Booking Clerk (part time)

\*Resident Clerk on a 4 day week, plus relief clerk also covering Totnes”

**Traffic Dept staff March 2024**

????????? I can find no number of staff at the station online. Perhaps you can find out, if you want to use these figures to show the decline of the railway.

+ Automatic ticket machine

**1939 Flooding** \*\* I think you have covered this before but the 2 images below you may not have seen.

On Friday 21<sup>st</sup> July 2 ½ inches of rain fell in a localised downpour which led to this flooding.

Image 10 shows the railway station flooded out and image 11 is the view from the station booking hall looking seaward down Station Road to the flooded town centre.

The improved defences of 1970 along the sea front helped prevent much in the way of sea flooding for the town centre.



10.



11.

Images 10 & 11 copyright J Amos