

Places along the Trail

BOVEY TRACEY

The little market town is known as one of the gateways to Dartmoor and is at the southern end of the Wray Valley Trail. The station building has been well-preserved and is now a Heritage Centre. The railway greatly enhanced the wealth of the town, not only by increasing the number of visitors but by providing the means for The Bovey Pottery and other local businesses to distribute their products to the wider world.



LUSTLEIGH

The village is small and picturesque with a fine medieval church, thatched cottages and a picture-postcard inn. Lustleigh nestles in the wooded valley of the Wray Brook, an area once extensively farmed. The station brought tourists to visit the village and the 'far-famed' Lustleigh Cleave, situated to the west of the village in a parallel valley. The railway gave new opportunities for local people to work in local towns, to make shopping trips and to go on day trips to the coast. It also enabled Micaceous Haematite ("Shining Ore") to be exported from nearby Kelly Mine.



MORETONHAMPSTEAD

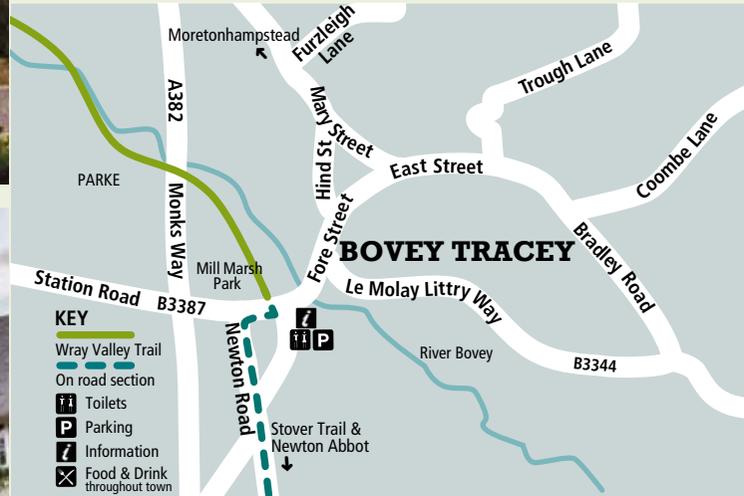
In return for an annual rent of one sparrowhawk, King John granted the town a market charter in 1207. It steadily grew in size and prosperity through the Middle Ages, largely due to the wool industry. When that declined, the town benefitted from the arrival of the railway and an influx of tourists to maintain its importance. The end of the line was marked by a 300 feet long platform that was mostly covered by a wooden train shed.



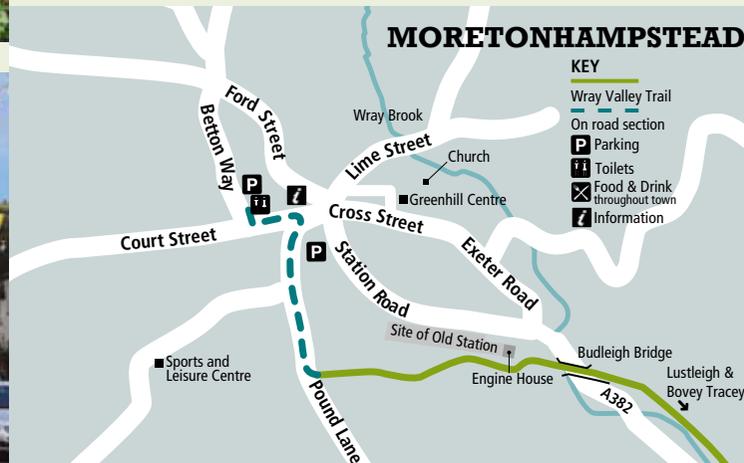
Starting the trail

The best place to start the Wray Valley Trail is from Moretonhampstead or Bovey Tracey.

From Bovey Tracey there is a large car park at Station Road, (TQ13 9SB). The trail starts from opposite the car park and goes through Mill Marsh Park and heads gently up hill towards Lustleigh and Moretonhampstead



Alternatively start at Moretonhampstead and use Court Street Car Park (TQ13 8LG). The trail is signposted from there, down Pound Street into Pound Lane. The Wray Valley links up with the Stover Trail and is part of the National Cycle Network route number 28



Discover the **Dartmoor Story**



Exploring the Wray Valley Trail



Bovey Tracey to Moretonhampstead

www.dartmoorstory.org

Forged by nature, shaped by time and human hands



www.exploredevon.info



Moor than meets the eye

Landscape Partnership



LOTTERY FUNDED



heritage lottery fund



A full head of steam at Lustleigh Station

Victorian Dartmoor

For centuries, Dartmoor was considered a remote and desolate place rarely visited by outsiders. Those whose curiosity led them to explore this mysterious area were recommended to employ a guide in order to avoid the perceived dangers inherent in the landscape.

However, artists and writers were inspired by the colours, clear air and restful atmosphere of Lustleigh Cleave and the surrounding area. "No tourist in lovely Devon will have seen the choicest of its beauties who fails to make acquaintance with the route of the Moretonhampstead and South Devon Railway" (The Western Times reported in 1866).

The coming of the railway

In August 1858, a number of local landowners and entrepreneurs met together to plan a line from Newton Abbot to Moretonhampstead.

The line was completed and formally opened on 26th June 1866. Excitement was great and people turned out along the route to see this new spectacle. In Moretonhampstead the streets were decorated, bands played and over 2,000 men, women and children were treated to a street party.

The impact on the Wray Valley

The line provided a means of transporting goods such as timber, livestock and agricultural produce to a much wider market. Businesses such as the Bovey Pottery grew in size and importance, and the railway enabled coal and other commodities to be brought in for domestic and industrial use.

Dartmoor became fashionable with tourists, and enterprising hoteliers and innkeepers organised excursions onto the Moor via horse-drawn charabancs. Affluent new residents also moved into the Valley, while the railway offered new opportunities for local people to work and visit further afield.

As road transport increased in popularity, the line was seen as no longer economic, closing to passenger traffic in March 1959, before closing completely between Bovey Tracey and Moretonhampstead in 1964.

Bovey Tracey Heritage Centre can be found in the old station buildings in Bovey Tracey. There is something to interest everyone, including railway memorabilia.



Out on the Trail

Enjoy the quiet beauty of the Wray Valley Trail. By using the trail you will be travelling in the footsteps of the Victorians. If you look carefully you can see the remnants of the railway.

A 7 mile (11km) mainly traffic-free route from Bovey Tracey to Moretonhampstead follows the dismantled railway line through the National Trust Parke Estate and past the picturesque village of Lustleigh. There is an on-road section in Lustleigh, which is narrow and hilly, so please take extra care and consider others.

Tales from the Rails Audio Trail

The railway would have had a huge impact on those people who lived and worked in the area and the people who visited the moor. Download the audio trail to your phone or mp3 player to discover some of their stories. There are eight tracks to download, each related by a different character. Look for the numbered waymarkers along the route which correspond to the numbered story.

Find out more



You can discover more about the Victorians on Dartmoor by visiting

- The Dartmoor Story website www.dartmoor.gov.uk/wrayvalley
- National Park Visitor Centres at Haytor, Postbridge or Princetown
- The Bovey Tracey Heritage Centre, based in the Old Railway Station at St John's Lane, Bovey Tracey, TQ13 9GP
- Lustleigh Community Archive, The Old Vestry, Lustleigh. www.lustleigh-society.org.uk

You can purchase the book *In the Footsteps of the Victorians* from The Lustleigh Society or Amazon

Stay Safe and enjoy Dartmoor

Make your trip to Dartmoor National Park an enjoyable experience, stay safe and help us protect this special living and working landscape.

Exploring the Wray Valley Trail

MORETONHAMPSTEAD

↑ to Moretonhampstead Town Centre
(see map on back page)



8. Moretonhampstead Station



When the railway reached the town in 1866, people travelled in great excitement from across the surrounding area to see the arrival of the special train drawn by the locomotive 'Lion', which was decorated with flowers and foliage for the occasion. A large street party was organised, with tea and cake provided for 1,250 women and children. A similar number of men and boys were supplied with cider. The station became an important link to Chagford, thanks to the introduction of a horse-drawn omnibus service.

6. Wray Valley Quarrying



The East Wray Quarry which opened c.1864, was on the hillside above the current A382 road. Its granite stone was used to construct bridges, culverts, viaducts and station buildings along the line. Stone from this and other quarries in the valley was also used in the building of contemporary houses. By 1887 the quarry had been taken over by a local man, William Painter. His son Scott, landlord of the Cleave Hotel, Lustleigh was also a foreman at the Quarry.

7. Sanduck Woods



Timber from these woods was felled and loaded onto trains in a specially constructed siding near here, leaving each Sunday by rail, destined for a range of domestic and industrial uses across the country. In the late 1880s, the wood from local alder trees was harvested to produce clog soles for use by industrial 'operatives' in Lancashire. In one year alone, some 84,000 pairs were made. The clog soles were dried on site for several weeks, and then exported by train to Manchester.

5. Casely Cutting



Just before Casely Cutting, look out for the ruins of two former buildings. Set into the embankment are the foundations of the Powder House which stored explosives used in blasting the cutting. By the side of the trail are the brick remains and foundations of a Platelayer's Hut used by the men who maintained the railway line.

4. Lustleigh



Lustleigh is said to be the village of everyone's imagining. In common with the other places on the line, the opening of the line in 1866 was a cause for celebration: there was traditional feasting, sports, and entertainments, including donkey racing, foot races, wrestling, and dancing. The coming of the railway eased travel to the rest of Devon for residents both for work and pleasure; it supported commuting and saw an increasing number of visitors arrive. It ushered in a new era as Victorian technology, commerce and ideas flowed into the Wray valley.

2. Parke House

The impressive Parke House is now headquarters for Dartmoor National Park Authority. It was built in 1826 by Mr William Hole III, replacing an existing house on the site. Mr Hole contributed to local civic life and was an advocate for the new railway. Parke Estate is owned and managed by the National Trust.



1. Bovey Tracey



The Moretonhampstead & South Devon Railway opened in 1866, contributing to the expansion of Bovey's large potteries, brick works and its local shops and services. It made it easier to distribute the Wray Valley's industrial and farm produce to markets nationwide and also brought new affluent residents and a growing number of tourists. Enterprising hoteliers, such as Mr J L Joll, provided horse-drawn carriage trips onto Dartmoor, followed by tea ('meat or plain') at the Dolphin Hotel.



A great way to explore this wooded Dartmoor valley following in the footsteps of the Victorians who built the railway.

Share this Space

This trail is open to walkers, cyclists and horseriders.

- Be considerate, polite and courteous
- Be aware of others who may not see or hear you
- There are on-road sections so keep an eye out for motorised traffic



Trail follows the road for 1 mile.

3. Yeo Road Bridge (Hawkmoor Halt)



In 1931 a small railway halt was opened near here on the south side of the road. Situated a mile from Lustleigh, its principal purpose was to serve staff, patients and visitors of the nearby chest hospital, Hawkmoor Sanatorium. The little station was renamed Pullabrook Halt in 1955, after a nearby farm. However, the line closed to the public in 1959, when passenger traffic was no longer considered to be economic.

Tales from the Rails Audio Trail



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BOVEY TRACEY

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to Newton Abbot via the Stover Trail

For any comments or to report faults on the trail email: customer@devon.gov.uk

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