



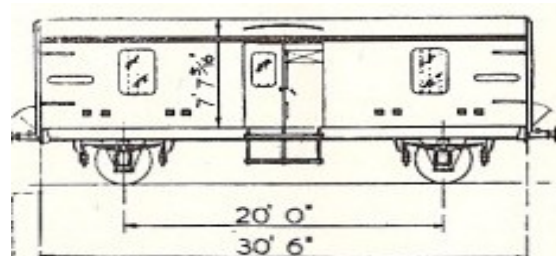
### B889022 Motor Car Ferry Van

Built	1958
Built By	British Railways
Type	4w Non-Vent Van
First Number carried	B889022
Last Number carried	DB889022
Other Numbers Carried	RIV 21.70.2199.022-1
Gauge	4 feet 8½ inches
Length	30 feet 6 inches
Wheelbase	20 feet
Capacity	14 tonnes

B889022 was one of 30 vans built for use on Southern Region continental ferry services. B889022 was built by British Rail at their Lancing works, near Shoreham-by-Sea.

These Motor Car Ferry Vans had the following features (as shown in diagram of a prototype that these vans were based on):

- Central set of double entry doors
- End doors
- Screw couplings
- Buffers heavier than standard British designs



**\* E 94100**

Length over headstocks: 30' 6"  
 Length over body: 30' 6"  
 Width over body: 8' 3½"  
 Width overall: 8' 9"  
 Weight: 14 tons 16 cwt.  
 Wheelbase: 20' 0"

The windows were plated over by British Rail in the 1960s. When renumbered the van carried non-standard lettering and a 12 digit international ferry wagon number in place of the usual national number marking. It was used for purposes such as being a barrier vehicle.

Later in their working life they were used as barrier vehicles and for the engineers. A barrier vehicle (BV) is used on railways to allow parts of trains or locomotives to pull vehicles that do not have matching couplers.

After its withdrawal from British Railways it was acquired by the Llangollen Railway where it was adapted for use as a tool van. Modifications included sealing up the end doors, fitting non-authentic windows and converting double entry door to a single entry door that open inwards.

Pictured below is B889022 in its BR days at Woking on 1<sup>st</sup> September 1981. Note original windows have been plated over and it is carrying international ferry wagon number RIV 21.70.2199.022-1



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B889022 arrived at Dartmoor Railway in July 2006. The Motor Car Ferry Van was repainted in 2012.

B889022 is located at Platform 1 at Okehampton station, the old branch line bay platform that served places such as Bude and Padstow before these lines were closed.

