



SUPPORTERS'  
**DARTMOOR RAILWAY**  
ASSOCIATION

## THE DARTMOOR PONY

The Magazine of the Dartmoor Railway  
Supporters' Association

No.6

Summer 2010

£2.00



Steam on the Line  
Taw, Torridge  
And Tamar  
Chairman's Report



## The DARTMOOR PONY

Issue No. 6

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The views expressed in the newsletter are not necessarily those of the Dartmoor Railway Supporters' Association.

This magazine will be published four times a year in the following months: March, June, September and December. Copy should be sent to the editor by 10<sup>th</sup> of the month prior to publication date.

**FRONT COVER:** Our summer steam visitor 30075, an ex-Yugoslav loco restored as a SR USA Class 0-6-0 T ©Project 62

**BACK COVER:** Two shots of DS234 (30062) at work at Meldon Quarry.

**Top:** Transport Treasury

**Bottom:** S C Nash

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### Dartmoor Railway/DRSA

Telephone Numbers/Website

Dartmoor Railway Information and Timetables	01837-55164
DRSA Membership Matters	01837-840670
Westcountry Models	01837-55330
Buffet at Okehampton Station	01837-55667

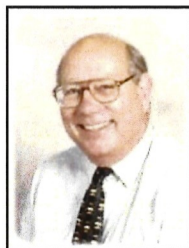
DR/DRSA Website

[www.dartmoor-railway.org.uk](http://www.dartmoor-railway.org.uk)

## EDITORIAL

One of the reasons that the magazine tends to be published later than one would like is so that the details of the AGM can be covered. On this occasion there has been a major gremlin attack – your editor’s computer had a major failure which resulted in the requirement for a new computer.

With the new computer come new programs which are unfamiliar and you never quite manage to recover all the information that you want from your old machine. I am still trying to recover email addresses for all and sundry. Anyway, need I say more? I’m late.



Out of the AGM came the news that we were going to have a steam engine visiting the line for the month of August. As you will see from elsewhere in The Pony, it is 30075, a Yugoslavian-built USA 0-6-0 tank engine restored and rebuilt as one of the Southern’s USA tanks. I have included a straight download from the Project 62 web site at [www.project62.supanet.com](http://www.project62.supanet.com). It’s well worth a read. Major efforts are underway to get stock ready for use with this locomotive. Of course, we should remember that 30062 renumbered as DS234 was the quarry shunter from December 1962. It was finally withdrawn in March 1967 although it may not have been active right up to that date. So the visit of 30075 is quite apposite.

The timetables in the end cover do not take into account the visitor or the operating timetable for the full high season.

The AGM was well attended with no fewer than 35 members present. Mr. Ed Ellis was unable to attend, being busy in the USA and his place was taken by Mr. Mark Westerfield from BARS. Richard Westlake gave us a very interesting talk. Overall, it was a good AGM and it was great to see everybody there.

On the railway itself, Easter was successful and things eventually settled down to a weekend only timetable. First Great Western have been running the seasonal Sunday trains to Exeter. This means that our trains can only run to Meldon on Sundays. Saturdays cover a service to Sampford Courtenay. The Meldon Buffet is expected to open at weekends from 17th July so the hungry and thirsty hordes will be able to sate their appetites from that date. It will be good to see Meldon back in action.

Also at Meldon, Mike Ellis is refurbishing the model railway layout and is looking for help (see the advertisement). It would be grand to see that up and

running although I doubt if it will be available this summer. Keep at it Mike.

**STOP PRESS** Even as the magazine was being prepared for the printers, the news came in that 30075 had suffered a failure and wouldn’t be available for the whole month. A replacement is being sought as a matter of urgency

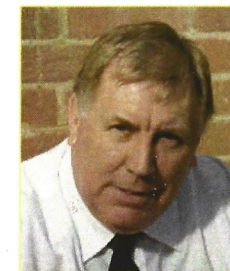
Here’s to a super sizzling summer of success.

Peter Ritchie  
Editor

July 2010

## FROM THE GENERAL MANAGER

Here we are again, and I believe ‘Summer’, may well have arrived at last. There is still so much going on behind the scenes to keep the Dartmoor Railway going. Everyone has to work together, volunteers, members and management, as all your support is needed achieve our aims and targets of having a railway that can go from strength to strength and of which we can be proud.



An amazing amount of work is being carried out at the Meldon end, by the ‘Last of the Summer Wine’ Carriage & Wagon (C & W) gang. If only you could see what is actually being achieved by the work they are doing to give us a fleet of locomotives and carriages to run on Our Railway. Perhaps you could help by putting your skills or efforts into helping them. Put your name forward to the Volunteer Co-Ordinators Dave Clegg and Dennis Barnes, or any other of the DRSA. Better still, if you are reading this article and magazine for first time, come and join us by completing a membership form. Help is required in all areas of the railway. .

The support already shown by the Volunteers throughout the railway has achieved many successful changes in the Buffet, and at the Station by the ‘Flower Fairies’, the ‘Station Gang’, the ‘Ticket Office Team’. The ‘Operational Team’, ‘Traction & Rolling Stock Team’ and, as previously mentioned, the ‘Carriage & Wagon Group’ have contributed so much. My appreciation can only be repeated as the work you all perform leaves me in awe.



We are going to run a steam service through the end of July to the end of August 2010, and there will be more information placed in local newspapers, magazines and through our web site at [www.dartmoor-railway.co.uk](http://www.dartmoor-railway.co.uk) The intention is that the USA Class 0-6-0 Tank Locomotive 30075 will appear and run services through most of that period. For those with long memories, the last steam shunting locomotive at Meldon Quarry was a USA Tank engine.

The 'Sunday Rover' is bringing people on to our railway and what they are seeing has impressed them and membership has increased as a result. The 'Meldon Buffet' will open on Saturday 17<sup>th</sup> July 2010 and open at weekends throughout the summer and, weather permitting, beyond, depending upon the support of the public and members alike.

Also on 17<sup>th</sup> July there will be a group of 'Morris Dancers' performing at Okehampton station. I am hoping they will perform further at the Meldon Buffet area as well, all depending upon their schedule, as they are visiting the area for a competition. So why not come and join the events on that day.

In regards to my health, thanks to you all for all your good luck wishes, which got me through the 'small' operation. I am back thanks to the good work of the doctors at the R & DE and the support of you all, my railway family and lastly the support of my partner Meta. Once again thank you all..

Well, I will close by saying lets get on with the job of rebuilding and running our railway that has been given back to us by Iowa Pacific Holdings. Let's show that we have a railway that everyone can enjoy.

Graham Isom  
General Manager

July 2010

### Volunteers Wanted

Is there anybody amongst our members who is interested in **model railways** and is willing to assist **Mike Ellis** in the refurbishment and possible extension of the 'OO' layout at Meldon?

If there is, please contact

**Mike on 07930-443771**

Mike can also be found up at Okehampton station on most Saturdays and Sundays

## THE ANNUAL GENERAL MEETING

This took place at the Ockment Centre in Okehampton at 1900 on 5<sup>th</sup> June. There was a gratifying number of members present, 35 in all plus, of course the members of the committee. Full minutes of this meeting are available if required. Suffice it to say that the main business of electing members of your committee and acceptance of the Treasurer's Report were completed without any problems. The Chairman submitted his report (below) which was well received. The formal meeting was followed by a short talk from Mark Westerfield from BARS who gave a briefing on the advances on the Weardale Railway with the encouraging news that, as Graham Isom announced, steam\* would be returning to the DR at the end of July. Richard Westlake then gave an amusing anecdotal account of his career on the railways. The meeting was then concluded and light refreshments were available.

*\*Initially announced as two locos, a Beattie Well tank and a USA Tank, but the former has proved too expensive*

### Annual Report 2009-2010

This time last year our AGM was the first to be held as the DRSA, with the amalgamation of the previous Friends of Dartmoor Railway and the Volunteers having been completed just previous to the meeting. I was able to report that things were looking up following a particularly depressing year while future ownership of the railway had been in question. As we all know, that was resolved by the takeover of the Dartmoor Railway and other ECT interests by Iowa Pacific, now trading in the UK as British American Railway Services (BARS). We have now had our first full year under the new ownership.

Passenger services resumed between Okehampton and Meldon last Easter and the buffet and model shop also reopened, the latter under new ownership. The Dartmoor Rover service to and from Exeter ran on summer Sundays as in previous years. Following considerable work by the volunteers our Thumper unit re-emerged in two-car form, fully restored to its former glory and has been much admired. It has subsequently provided sterling service as our main, indeed only, operable train.

Over the Christmas period we had an extensive series of Santa Special and Mince Pie trains, mostly running out as far as Bow, where the passengers were welcomed, the reindeer refuelled, and several services were subjected



to Christmas Carols or bell-ringing, before being despatched back to Okehampton.

During the year the line has played host to two mainline charter trains, both sadly diesel hauled but much appreciated for all that. It is worth noting that these trains are hugely welcome; they bring a large number of railway enthusiasts who see our line for the first time, some being persuaded to join the DRSA, and bring welcome business to the Buffet. Many passengers also travel on Thumper down to Meldon and back. We must not overlook the fact that they also help to put Okehampton on the map, which gives us credit within the town.

One of the highlights of the railway's year was the replacement of a mile of track through Bow station, an operation undertaken by Network Rail as a training exercise for new staff operating their High Output Track Replacement train – a stunning assembly of machinery which lifts the old rail from its sleepers and pushes it to one side, relays new concrete sleepers with clips attached, and then locates the replacement rail, all in one continuous operation. This hugely impressive machine, along with associated Tamper and Regulator work, was followed by the High Output Ballast Cleaner which lifted all the old ballast, and in our case replaced it with new fresh from Meldon Quarry. This provided some welcome financial help for our friends from the quarry and also supplied a large quantity of old ballast for several friendly farmers along the line. The whole operation, replacing a mile of track, would have cost around one million pounds at commercial rates.

Generally, despite the fact that the Railway is still not offering regular services, visitor numbers have been encouraging. Volunteers are busy running the heritage passenger services while others are hard at work on restoration projects.

The situation with regular services has been plagued by red tape, and while the DRSA has no role in commercial operations, apart from providing a forum for dissemination of information and for feedback to the management, the committee has been kept in close touch with developments. The proposal for a regular service from Okehampton in to Exeter has emerged and will hopefully bear fruit before too long. The Yeoford project, while possibly less important if the planned Exeter services do happen, is particularly beset by legal problems but the Devon County Council funding is still in place and the DRSA does still hold funds for the project. We also still have money ring-fenced for a water tower. While neither of these has yet come to fruition,

members can rest assured that the money is put aside and will be spent wisely when appropriate.

As with all railway preservation societies, we could have done with more volunteers during the year but we are fortunate in that those we do have are both committed and enthusiastic. It is a fairly small band of stalwarts, and although they have to work hard, they clearly get much pleasure and camaraderie from their efforts. We could do with more help in many areas, especially specialist skills such as carpentry and electrical work but also more routine restoration and maintenance, catering (particularly with the imminent reopening of the buffet at Meldon), and extra operational staff for the ticket office, guards, etc. A lengthy list of opportunities for you all!

Without volunteer help, the heritage side of our railway could not operate, and this would adversely affect the whole Dartmoor Railway operation. We would have missed a few interesting highlights such as the Doc Martin filming – events which add a bit of excitement, as well as cash! Dave Clegg, one of our two volunteer coordinators, who is here today, can give more detail about volunteer opportunities after the formal meeting for those who wish to find out more. Volunteering doesn't necessarily mean attending every week. As has been said too many times before "Every little helps". But well done to all the existing volunteers, and welcome to any of you who might decide to give volunteering a try.

As always there are some special thanks to be offered. First of all to Graham Isom who, as general manager, has proved a good friend over the last year. Also to Mary Trant for her efforts in running the Buffet. While she is a Dartmoor Railway employee, the DRSA gains considerable benefit from her efforts. We owe a debt of gratitude to the active volunteers who have worked unceasingly on rolling stock up at Meldon, most of whose efforts are yet to emerge on the line for all to see but are none the less prodigious. All the other volunteers, from drivers and guards right through to those who carry out routine but essential maintenance, are hugely appreciated. We would also like to offer specific thanks to Andrew Turner and Kay Mills who, with help from a few others, have run regular Tombolas and book stalls which have produced an amazing amount of money for DRSA funds. We have also received some very generous donations, particularly one of £600 from the Okehampton Town Council raised through Dave Weekes' Mayor's fund. All these, and more deserve our gratitude.

Although this has been a year where real advances might not be immediately apparent, we can assure you that significant progress is being made. Your



association is a stronger organisation and we should now work hard to attract new members and extend our support and encouragement for the railway. The future is full of promise.

Dick Henrywood  
DRSA Chairman

**DARTMOOR RAILWAY SUPPORTERS' ASSOCIATION: ACCOUNTS Y/E 31 MARCH 2010**

		£	£	
<b>INCOME</b>	Membership subscriptions		4276.00	
	Donations: with membership renewals	1297.00		
	general (collecting boxes etc)	558.87		
	specific "Doc Martin" film 'Extras'	200.00		
	For purchase of Pressure Washer	800.00		
	In memory of Geoff Gill	77.00		
	other inc sales of personal items	550.00		
		3482.87	3482.87	
	Sale of Magazines		374.55	
	Sale of remaining stock of 'Friends' badges		58.00	
	Tombola stall		1817.66	
	Bank Interest		5.95	
	<b>TOTAL</b>		10015.03	
<b>EXPENDITURE</b>	Magazine printing		2055.00	
	Stationery and postage		1109.74	
	AGM and admin costs		63.40	
	Carriage & Wagon Refurbishment costs		1582.18	
	Station Maintenance Okehampton costs		53.18	
	Purchases: Christmas decorations for Santa trains	316.70		
	Sprinkler System for Okehampton Plat 3	72.48		
	Pressure Washer/Compressor	877.27		
	1000 DRSA badges	1213.82		
		2480.27	2480.27	
<b>TOTAL</b>		7343.77		
<b>SURPLUS FOR YEAR</b>			<b>2671.26</b>	

**BALANCE SHEET**

	AS AT	01Apr09	31Mar10
		£	£
Bank accounts		12781.99	15545.04
Petty cash		20.63	11.35
C&W Refurb float		61.55	32.22
Station M'ce float		0.00	46.82
Loaned to DR		100.00	0.00
		12964.17	15635.43

These figures include designated reserves for Yeoford (£1517.00) and Water Tower (£2000.00)

R.E Proctor  
Treasurer  
01-Apr-10

*I have examined, without carrying out an audit, the Income and Expenditure Summary and Balance Sheet of the Dartmoor Railway Supporters' Association for the year ended 31st March 2010 and find them correct and in accordance with the accounting records.*

  
Michael White FCA  
Chartered Accountant  
April 2010

**THE RAILWAY**

Thumper remains the stalwart performer it has proved itself to be over the last couple of seasons. The steady beat of its English Electric power plant have continued to reassure. However, there must come a time when it is rested and it is to be hoped that the steam loco will be able to give Thumper a break.

Trainee guards and drivers continue to receive tuition from the professionals. Graham Isom and Peter Chapman are managing to impart knowledge to the students. Richard Proctor is well down the road towards becoming a duty manager.

The buffet, under the watchful eye of Mary, has continued to satisfy the hunger pangs of many a visitor. I say watchful eye, but I mean the relentless heavy workload that she endures to keep the food flowing. She continues to be ably assisted by a cohort of volunteers.

Talking to the Great British Public the overall feeling is that they delight in the general ambience of Okehampton station. They enjoy the simple pleasure of a ride in Thumper. We must be doing something right. I hope we can keep it going when the D&CR daily services start.

**Volunteer Report:**

*By Dave Clegg*  
*Volunteer Coordinator*

"There is still a shortage of volunteers in all departments, particularly guards, ticketing, and catering. We shall be opening the Meldon buffet coach at weekends during July, and a number of existing volunteers have agreed to

help out with this venture: but we need more help. If you can do one or two days per month, please contact me as soon as possible (01626 867210). Training will be arranged.



The Gardeners in June!

Photo D Clegg

Geoff Horner and myself held tombola and sales stalls at Bow and Dawlish during June. In addition to raising much needed money, a number of useful



contacts were made, and we have been able to purchase a large quantity of second hand railway books for reselling at a profit. We have also sourced a supplier of artist railway cards including views of West Country Class 'Bude' on Okehampton turntable which is proving to be a very good seller. Another good seller is WC Class 'Exeter' crossing Tavistock viaduct. These excellent cards are on sale at the station, are blank inside, so can be used for a variety of occasions.



Off to the woods?

Photo D. Clegg

Work in Progress. The red ferry van in platform 1 is being tidied up by Tom Baxter and John Coxon, and will soon look a lot better for their attention. The blue fish van body is also having a repaint. Welding work on the Dartmoor Pony coach has been finished and external painting will soon begin. Julian Pope's Class 117 coach has arrived and will take its turn in the queue. It

requires quite a lot of work, but should prove a useful vehicle in due course. The injectors for the Class 08 diesel shunter have been sent away for refurbishment, so we hope to see this locomotive back out of the shed before long. A safety case is being prepared for the Class 47 so we should see some progress on this loco soon as well.

In preparation for the opening of the Meldon buffet, the C&W team have been treating the decking with preservative and carrying out a number of minor repairs to the structure. The public toilets at Meldon have also received a refresh as some of the internal plastering had come away. In previous years the railway employed a cleaner to keep this facility clean, but this now has to be done by existing volunteer staff or duty managers. Is anyone out there willing to take this on board?



Unloading at Meldon

Photo D Clegg

Wishing you all a very good summer!

## FROM WAR TO PEACE – MEMORIES AND OBSERVATIONS OF RAILWAY OPERATIONS AT OKEHAMPTON

*By Gerald Scantlebury, MBE*

I came to live in Okehampton in April 1941 after being bombed out from Plymouth. On 17<sup>th</sup> November 1941. I commenced travelling to Plymouth daily (when not at sea) to the Royal Naval Engineering College at Keyham as an Officer Cadet.

The first listed train to Plymouth was at 9:48am but, not shown in the timetable, was a train at 5:21 am. This was a goods train with two passenger carriages attached to the front which arrived at Okehampton at about 5:00am and then split to form one goods to Plymouth and a second for the branch. At that time the station used to have shunting all night and was very busy.

The Plymouth section proceeded to Tavistock calling at Bridestowe, Lydford and Brentor where passengers used to come on bicycles and leave them at the stations until their return. On arrival at Tavistock the passenger carriage was shunted into one of the many sidings until 6:30am when it formed part of the Tavistock to Plymouth train leaving at 6:45am. The dockyard workers would disembark from the train at St. Budeaux, Ford and Albert Road Halt.

The return trains to Okehampton were at 4:00pm from Plymouth, a fast to Waterloo and too early for the workers, then 5:00pm arriving in Okehampton at 6:15pm en route to Nine Elms. The last train was 7:20pm from Plymouth arriving at Okehampton at about 8:45pm.

The cost was five shillings and four pence (*5/4d or ~26½p : Ed*) for a day return, six shillings and ninepence (*~34p*) for a normal return (valid 3 months) and three shillings and sixpence for a half day return (*17½p*).

In 1943 for some unknown reason, the 5:21am departure was altered to 4:21am which meant a long time spent in the sidings at Tavistock in an unheated carriage! I cannot remember how I used to pay for my ticket as, although the station was manned, the booking office was closed until 9:30am.

Every train was met by a twelve seater bus run by The Plume of Feathers and the charge was 3d to the town centre and 5d to the junction of Lopes Crescent and Barton Road. One of the drivers was called Frank Mason.



In 1945 a normal peacetime train service was introduced. The first train to Plymouth was at 6:00am (1:25am from Waterloo) then 8:48am. The last down train was at 11:00pm, the 7:00pm from Waterloo.

The busiest time at the station was between 4:00pm and 6:30pm. The fast from Brighton would arrive at about 5:00pm followed by a fast from Waterloo. The branch train would be in the siding. School children from the country would arrive to go home by train. They all came by train then. The Restaurant room would be absolutely full. The platform would be busy with racks full of rabbits and post office mail bags being loaded onto the trains.

During the summer, I think July/August/September, a 10/- weekly ticket was available which would take you to Plymouth or Padstow etc at any time on any day of the week.

In 1946 the overnight shunting at Okehampton was transferred to Yeoford. Station Masters were abolished and a Manager also covering other stations, was installed. This was followed by the transfer of the Southern route to the Western Region after the railways were nationalised. The Western Region then proceeded to prioritise the Western route to Plymouth via Dawlish and run down the Southern route. The Southern to the west of Exeter became known as the Withered Arm. In the late 1950s a timetable was introduced obviously intended to speed up the closure of the Okehampton line. This meant that most passengers for Plymouth had to change at Tavistock on most trains. This resulted in a big loss of revenue

### MONTHLY GATHERING

Staff, Volunteers and Association Members gather on the evening of the third

Thursday of each month  
at the

FOX AND HOUNDS

On the A386 Okehampton to Tavistock Road.

If you can make it you will be more than welcome to come and chat.

### SOUTH DEVON TRIP 2009

*By Dana Wiffen Photos by the author*

We set off on the morning of Saturday 5<sup>th</sup> of September for our annual trip to South Devon by train, this time departing from Waterloo instead of Paddington

By the time we arrived in Exeter it was too late to travel onto anywhere further so it was a meal and early night ready for the early start the next day. Sunday 6<sup>th</sup> September- We had an early breakfast and then dashed to Exeter St.Davids to catch the First Great Western Sunday special to Okehampton



Station. This was my 3<sup>rd</sup> visit but second year's visit to the wonderful Dartmoor Railway. How things have changed from my first visit some 18 months plus ago when the station was closed and sadly looked unused and uncared for, to my second visit when the station had come to life, but was not up and running. The Sunday specials had been the life-line that helped, along with the

new owners and hard working volunteers to get the railway back up and running Now to see they are actually running their own trains again is great and hopefully next year will be able to link back up with the mainline at Yeoford Station and will continue to go from strength to strength.

So for my first ever trip on The Dartmoor Railway it was off to the superb Meldon Quarry and Meldon Viaduct and great journey with superb views of Dartmoor and we finished a wonderful morning's visit with coffee and cake from the buffet and purchased some items from the station shop.





It was then back on the Special to Exeter St. Davids with a change of plan to travel on to The Paignton & Dartmouth Railway. The weather was good and getting better and so did the day. Whilst waiting to catch the Paignton & Dartmouth steam train to Kingswear Station we spotted "King Edward 1<sup>st</sup>" undergoing some hasty repairs. And then we were steaming along the wonderfully scenic route and over the Broadsands Viaduct. Once in Kingswear we caught the boat to Dartmouth, eating in Dartmouth Station café built by Brunel in the anticipation of a bridge being built across the river. It never happened as there were no funds and the station is now a very nice café and boasts the fact that it is the only station in the country that has never had a train pass by.

It was back to Kingswear to catch the last train at 5pm to Paignton and there we found a pleasant surprise. King Edward 1<sup>st</sup> was now repaired and ready to pull The Torbay Express mainline steam train back to Bristol. Off we went a few photos later on our train and when we arrived at Paignton we walked to the mainline Paignton station and whilst waiting for our mainline connection back to Exeter in came The Torbay Express in full steam. I quickly asked a steward if it was possible to catch a ride back to Exeter, as I had noticed some empty seats. To my surprise he said yes and we negotiated a fee for the both of us and climbed aboard to enjoy a very fast steam ride back to Exeter St. Davids. This was the icing on the cake for us and capped a fantastic day.

Monday 7<sup>th</sup> September- It was an early train on the Tarka Line to Barnstaple, a good hour's journey. We wanted to visit for the first time the expanding Lynton & Barnstaple Railway, which is not easy to get to quickly by public transport and is some 15 miles from Barnstaple Station (at the moment anyway). The wonderful narrow gauge railway travels through the fantastic Exmoor countryside with views that take your breath away. With very welcoming staff, it was great to visit this line that is pushing firstly towards Lynton and then hopefully towards Barnstaple. The only downside for us was that there was no steam running after our epic and expensive journey. We spent a fair bit in their great little shop and look forward to returning to see them in the future. We then dashed back to Barnstaple to travel all the way via Exeter to Totnes to try and catch the last returning train of The South Devon Railway to Buckfastleigh. Our connections were always going to be tight for this and needless to say our train was a few minutes late and we missed the connection that could have got us there before 3pm. Undeterred we went anyway and we ate in the great little café at Totnes and waited for the returning last train from Buckfastleigh to grab some photos, A visit to

The South Devon Railway is always worth while and next time we hope we have more time there.

We then caught a main line train back to Exeter before returning the next morning to Waterloo, and noted stations of interest on the route home were, Templecombe (nearby Gartel Light Railway) and Yeovil (preserved section of station with turntable and displays on Sundays), some 16 trains later after an epic 4 days (2 travelling as above)- (3 nights), we were back home feeling our trip had been even better than last years.

### THEN AND NOW

A couple of shots by Bernard Mills, one in 1964 and one in June of this year. Both were taken from roughly the same position on the down platform







## "PROJECT 62" LOCOMOTIVE GROUP - A HISTORY

### THE "USA" TYPE TANK ENGINE AND CROATIAN BUILT CLASS 62 DERIVATIVES

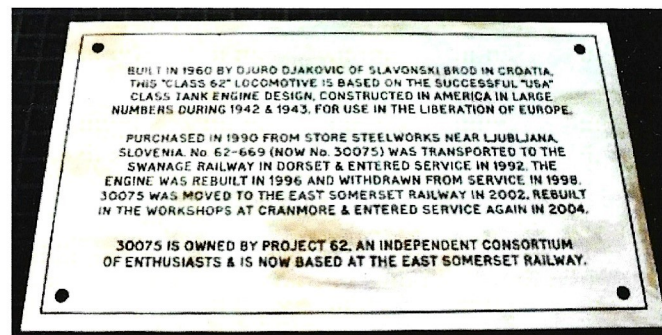
In 1990 and subsequently again in 2006, a group of enthusiasts had the opportunity to acquire a USA type 0-6-0 tank locomotive. This type of engine was used by the Southern Railway, mainly for shunting in Southampton Docks between the end of World War Two and the demise of steam in the 1960's. 14 (plus one for spare parts) were purchased by the Southern Railway from the United States Army Transportation Corps in 1946. The class was very successful, proving powerful, economical to operate and relatively easy to maintain. During and immediately after the war, up to 400 were deployed across Europe and many were to become part of the locomotive fleets of railways in France, Greece, Hungary, Turkey, Czechoslovakia and Yugoslavia.

The railway authorities in Yugoslavia were so impressed with the design that, over several years, many reproductions were manufactured in their locomotive workshops. These were almost identical in appearance to the older USA built engines, but included many improvements derived from operational experience. Both the old and new versions were known in Yugoslavia as the Class 62's. In 1990 examples of the class were still active throughout Yugoslavia and so a decision was made to purchase one. Built by Djuro Djakovic of Slavonski Brod in Croatia, a suitable locomotive was located at the Store



Steelworks near Ljubljana, in what was to become the country Slovenia. No. 62-669 was built as recently as 1960 and was made redundant after only 25,000 miles in service.

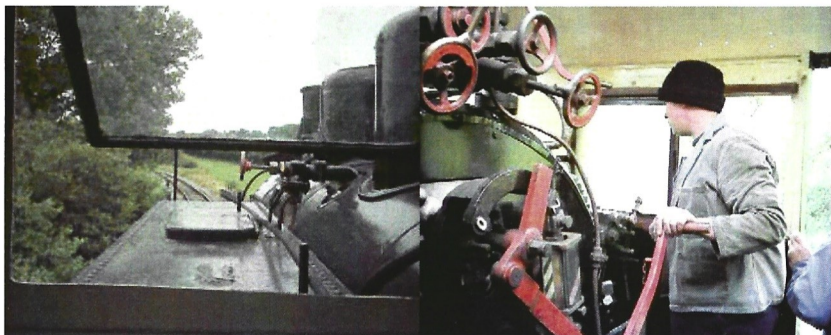
Following a thorough examination, finance was raised on behalf of what was to become "PROJECT 62", named after the class of engine and 62-669 was purchased. The locomotive was dismantled on site in order to ensure clearance through the alpine road tunnels and was transported overland from Slovenia to the Swanage Railway in Dorset, where the engine was re-assembled and prepared for service. After running for a couple of years, many more improvements were authorised and these were carried out in 1994, during a major overhaul. To enhance the link with the old Southern Railway, the owners decided that 62-669 would adopt malachite green livery and take on the next vacant number 30075, after the Southern Region "USA" class series 30061 to 30074, of which today only 4 survive. The locomotive suffered a major steam pipe failure in 1998 and was withdrawn from traffic.



30075 was dismantled at Swanage and moved by road to the East Somerset Railway in July 2002 and was returned to traffic at a Press Launch on the 7th of July 2004. 30075 is now based at THE MID-HANTS RAILWAY (August 2009). The locomotive is of ideal size and power for Special Event and Footplate Experience services on the Railway. 30075 made a previous visit to the Mid-Hants Railway in 2006 and has also visited the Bodmin & Wenford Railway in Cornwall, the Bristol Docks Railway and the Yeovil Junction Steam Gala, whilst also appearing in many railway magazines. 30075 will be making more guest visits to other Heritage Railways in the not to distant future - contact Project 62 (email link below) to enquire about availability. In 2006 the opportunity arose to acquire a second Class 62, this time from Mittal Steel Zenica in Bosnia & Herzegovina. Locomotive 62-521



was surveyed in June that year and at the time of writing in December 2006 is in the process of being transported by road across Europe to its initial delivery base at Alresford on the Mid Hants Railway (Watercress Line) where 62-521 will be rebuilt to form the 16th Southern/BR USA Tank and numbered 30076. In a world first for any locomotive group, Project 62 intends to include a measure of disability access to the locomotive cab.



The photos above show a view from the fireman's side of the cab detailing the superb forward view from the footplate and a shot of the driver side controls.

All photos are copyright of Project 62 unless credited otherwise

The above article has been downloaded from the

Project 62 Locomotive web site

Learn more about Project 62 and USA Tanks as well by going to [www.project62.supanet.com](http://www.project62.supanet.com)

#### **Articles/photographs for the Magazine**

If submitted in hard copy, photographs should be of at least 6"x4" size and of good quality. Copy submitted electronically should be in Microsoft Word format (pre 2007 edition) with any associated photographs in jpeg format no smaller than 2Mb when expanded.

## **TAW, TORRIDGE AND TAMAR**

*By P. Barnfield*

Exeter St. David's must have been a very confusing place to some people when one could stand and watch two trains, both Plymouth bound, depart in opposite directions. The WR one scurried along the coast and climbed over the notorious South Devon banks. The SR one set off up the old GWR main line towards Taunton and swung off along the erstwhile broad gauge Exeter & Crediton route at Cowley Bridge Junction.

Cheap Day return tickets to Plymouth at 4/6d (22p) were available by either route in 1959 and I remember thinking I'd had my money's worth after a trip around the fringe of Dartmoor behind a Bulleid pacific. A succession of images stays with me: the broad gauge style buildings at Crediton, imposing stonework at Bow and North Tawton and my pleasure at seeing a sizzling T9 waiting with the North Cornwall connection on the other side of the platform at Okehampton.

There was the urge to bundle in behind this old Greyhound and savour that long lonely drag to the Cornish coast, but I was expected back at my aunt's in time for tea. So I stayed with the Plymouth train and after a glimpse of the little G6 shunting in Meldon Quarry, we rumbled across the spindly, pier-like viaduct, high above the Okement valley and now at the very summit of the entire LSWR system, 950 feet above sea level. The North Cornwall line peeled away in a long sweeping curve to those magical places that were still only names on a map to me – Maddaford Moor, Halwill Junction and surely that ultimate of destinations, the Atlantic Coast itself.

Here we were, beneath the great brooding heights of Yes Tor and High Willhays, coasting down the 1 in 80 into Bridestowe station, a lovely spot, nowhere near the village of course but with a mighty avenue of mature beech trees marching away up the road to the moor and somewhere in the vastness beyond, remains of the old Rattlebrook Peat Railway. Lydford, with Dartmoor just beyond the boundary fence and no passengers. A rather outlandish place over a mile from the straggle of cottages which gave the station its name and everything was duplicated GWR/LSWR. The old Great Western line from Launceston joined us here and in the days before the grandly named Plymouth, Devonport and South Western Junction Railway completed the LSW link to Plymouth in 1890, all 'narrow' trains had to creep humbly down to the coast using a third metal laid between the stately broad gauge bridge rails.



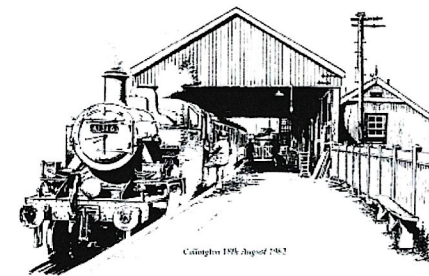
From Southern windows one could glimpse 45XXs on the parallel Western trains as they potted through Mary Tavy and Blackdown station. The SR trains dallied beneath the bleak little village of Brentor with its tiny granite church sitting atop a rocky perch. Then through Tavistock to Bere Alston, a hilltop station with spectacular views of the Tamar Valley and an Adams O2 waiting at the outer face of the island platform with the Callington mixed train. Another O2 at Devonport playing with trucks before Plymouth North Road and since Friary station had now closed it was 'all change'. In 1959 North Road was being 'improved' and of course it wasn't only the Victorians who, as with their church restorations, sometimes went completely over the top! A huge office block had reared above the platforms and contrasted sharply with the more humble and human structures of the country stations at which we had just called.

Immaculate 'West Country' pacific *Westward Ho!* With four gleaming red and cream coaches whisked me back to Exeter in good time for tea. A thrilling run, even if I was not much impressed with Mr Bulleid's rather apologetic hooter.

It was not until 1962 that I managed to visit the Callington branch. A Tavistock bound train took me to Bere Alston where I had over an hour to wait in the sunshine for the 3.15pm mixed train. Much time was spent on the footbridge with its superb views of Dartmoor, the Tamar valley and Cornwall stretched out away to the west. Trains approaching from Okehampton could be seen miles away as they clung to the high ground south of the moor.

A mogul arrived from Plymouth with a short goods and dropped a number of wagons before plodding on its way and the branch engine, an Ivatt 2-6-2T, coupled three to the two coach Callington train. I was sorry to have missed the O2s but steam was steam and the journey was to prove quite exciting. After Bulleid pacifics passed in both directions to supply a handful of passengers we set off down the 1 in 39 to Calstock at what appeared to be considerably more than the 15mph speed restriction. A long graceful viaduct brought us high above the Tamar to the little station on the far side where there was a long wait for the engine to take water. From Calstock the climb to Gunnislake, around very sharp curves, was taken at walking pace with the driver giving long blasts on the hooter at many ungated crossings. I think I was the only passenger after Gunnislake and rode with my head out of the window photographing the views. From Lucketts it was possible to see Bere Alston station and trains on the LSW main line under the shadow of Dartmoor. Then we were rattling downhill through moorland, alongside the

road, on unfenced track, rounding Kit Hill and entering the terminus which was in fact some two miles up the hill from Callington in the village of Kelly Bray. The provision of an overall roof here, on a line which was very much a light railway, probably gave some indication of how inclement weather conditions could be at this exposed site and I was glad to sit in warm sunshine watching the Ivatt shunt the trucks before taking me back to the main line.



At the beginning of this section I wrote about possible confusion at Exeter as regards direction of travel and the same might equally have applied to where one actually sat in a train. Passengers in those days were well advised to read the myriad window stickers with some care since trains appeared to be split up at virtually every stop and it was easy to go astray, particularly after dark.

A train might arrive at Exeter Central with portions for Plymouth, Padstow, Bude, Torrington, Ilfracombe and Exmouth plus a restaurant car which would be detached at Exeter in any case. Plymouth and Cornish portions were again split at Okehampton and sometimes Halwill, North Devon portions at Barnstaple Junction. The whole lot had to be reassembled again on the way back up to Waterloo in quite a feat of organisation. On busy Summer Saturdays it was not unusual to see several different trains carrying carriage destination boards bearing the legend *Atlantic Coast Express* and to the uninitiated, getting your family and luggage into the correct train at Waterloo must have been something of a nightmare.

On the Withered Arm, the Dartmoor route to Plymouth seemed to be the main line although the Taw Valley North Devon section carried a fair amount of traffic. I've already described the exciting method of arrival at Ilfracombe and although the Torrington branch was a much more sedate affair it is worth recalling a journey there in the summer of 1960.

One rainy June Saturday saw me sitting under the canopy at a completely deserted Barnstaple Junction waiting for the Torrington train. 30251, an M7, was shunting beside the river, the only activity. Air-smoothed (as Mr Bulleid preferred to call his streamlining) pacific *Calstock*, grubby and slipping in the grease, came off shed in clouds of steam, found two very elderly coaches,



two even older vans and parked them in the platform with itself at the head running tender first. A porter emerged from somewhere snug for just long enough to paste up a couple of the obligatory window stickers, although since I was the only passenger and was always in the habit of asking the engine driver where he was going, if there was any doubt, his job was somewhat unnecessary on this occasion.

We ambled off alongside the estuary. It was damp at Fremington, drizzly at Instow and raining buckets at Bideford where we spent five minutes beside the water as waiting M7 30671 detached one of the vans, and a further five minutes in the station. *Calstock* hardly needed its airmoothered casing as it trundled backwards through the rain at a clanking jog to bring me to deserted Torrington.

“SOUTHERN RAILWAY TORRINGTON STATION”, shouted a huge cast concrete sign on the road side of the running-in board so that motorists rushing past would be in no doubt that although the station *appeared* to be in the middle of nowhere it actually *was somewhere*. I’ve seen a photograph of a super old Southern Railway omnibus that used to meet all the trains years ago but of course there was no sign of it by the time of my visit, and no sign of the town either, only the hill up to it.....in view of the uncertain weather I stayed near the railway.

Two hours at Torrington station – but at least the rain stopped and the dramatic lighting department provided some bright sunshine to aid my photographic efforts. I potted around the remains of the narrow gauge clay line and the engine shed, a little brother of the sagging wooden one at Barnstaple Junction and home to three Ivatt 2-6-2 tanks that worked the light railway down to Halwill Junction. One of these engines arrived with the single coach train at about midday and another set off with the down goods – one wagon. I spent some time on the hillside by the viaduct over the river, gazing down the single line as it meandered through the beautiful valley towards Petrockstow and promised myself that I would simply have to return to travel another day. Back at the station there was still a distinct lack of passengers but I enjoyed talking to the friendly station-master and his booking clerk – they seemed to have nothing better to do!



Torrington June 1960

## THE WATERCRESS BELLE – PART 1

Words & Pictures (except where stated otherwise).

by Clive Warneford.

It all started out as an idea! One evening in 1978 a Dinner was held in the Siding at Alresford Station on the recently re-opened railway, utilising the First Open Coach, No.3043, already on site, together with a brake vehicle. The food was prepared in the station kitchen and transferred to the 42 diners in the short train in the siding. This was a great success and sowed the seeds of what was to become one of the most popular trains run on the railway. There was obviously a need for some extra revenue to be made in support of the Winchester & Alton Railway.(Later to be known as the Mid-Hants Railway, the Watercress Line).

A small band of volunteers based in the Southampton area, got together and formed the Southampton & Waterside Restaurant Group who came up with the suggestion that if they could purchase a Kitchen Car, they would refurbish it and put it into service on the railway. From the Tender Lists a suitable vehicle was sought and subsequently RB 1668 was purchased and delivered by road to the yard at Alresford Station. Shares were offered to the membership to pay for the purchase & road transport. A team of restorers was formed and these along with a committee set about cleaning, repairing, sourcing of spares and repainting the coach. Suitable coaches were sought to become Dining Cars and also a Brake vehicle, within the existing stock on

the railway. One member provided his 6 wheel brake vehicle and initially the company provided a First Open.

The Wine & Dine Train was formed of 3 Vehicles, An ex LMS 6 wheeled Brake Van No.32990, RB1668 & FO 3043. The line was at the time only 3.5 miles long so the immediate needs were met.



The first Wine & Dine set  
LMS Brakevan No 32990, RB1668, and FO 3043

### **RB 1668.**

One of a batch of 129 of this type built in between 1956-1962 of which less than 40 remain in existence today and only a very few are passed for Mainline use in Charter Trains. 1668 was built by Pressed Steel in 1961 and was always allocated to the Eastern Region working from Bradford on "The



Devonian" between Yorkshire & South Devon. This coach is in as built condition and was one of only a very few not re-built during the 1970's. (*RB; Restaurant Buffet*)



RB 1668 was withdrawn from B.R. service in November 1980 and purchased by the Southampton & Waterside Restaurant Group in May 1981 and transferred by rail from York to Basingstoke. On the 15th May 1981 the road transfer to Alresford took place, (which in those days involved lifting the coach body off the bogies and loading it onto a road transporter, a second lorry travelled with the

wheelsets and the whole thing was re-assembled with a crane at the destination). During the remainder of that year the coach received a very thorough clean and the replacement of missing components. Meanwhile staff were trained in the basics of

preparing and serving food in a mobile environment and visits to other railways were arranged to provide further knowledge. At Christmas/New Year 1981/1982 the coach was used for the provision of mince pies and hot drinks as a test of the equipment. Early in 1982 the train was used for the first time and marketed as "The Watercress Belle" Wine & Dine Train. The train was stored, when not in use, in the Cattle

Dock platform at Alresford Station where the group could work on the stock without hindrance to others. It became obvious that as a result of the short distance the train ran and the slow running speed, that the RB batteries were unable to keep up with the demand and an alternative form of power was required, so the technical team set about finding a solution to the problem. Meanwhile, a new set of batteries were purchased from Wolverton Works



**The coach is lifted onto its bogies**

and these were fitted to the coach, which greatly improved the situation and the lights stayed on for much longer during the evening activities. A battery charger was set up in the RB and at the station stop-overs during the evening runs this was plugged in to a mains socket on the platform to supplement the batteries.

The railway were relaying track through to Medstead & Four Marks and



Full repaint of 1668 in the Cattle dock at Alresford. June 1985

Photo: J Lucas

ultimately Alton, from Ropley and it was obvious that once the extended line was open the trains including the "Watercress Belle" would be required to run much further and for longer, without the frequent charging of the batteries that it was now enjoying, therefore an alternative power source

became somewhat of a priority. Also, by early 1983, three more First Open Coaches had arrived at the railway for possible future use with the Wine & Dine Train. (More about these later).

The Railway loaned the Group a **BCK No.21092(BCK; Brake Corridor Composite)** as a support coach for the 'Belle' which was a better place to store customers coats and hats and gave us extra storage space for our stores and spares. The luggage area was an ideal space in which to install a generator for supplying voltage to a charger, with additional mains sockets fitted into the RB for powering vacuum cleaners etc. So the 'Belle' continued in service with the 'new' brake coach instead of the LMS Brake Van.

In 1983 I purchased FO No.3065 (from the Winchester & Alton Railway Co.) and this was put into the 'Belle' along with the then Company owned FO No.3070 with Company owned FO No.3067 as a spare.

A battery charger was built into the space below the sole bar of 1668 and this was run from a Generator which we had installed in the luggage end of the BCK, however there was still a requirement for more power to the RB when the train was in use, so one group member obtained and fitted a large motor beneath the frames and this was used to drive the coach dynamo instead of the axle driven pulley/belt system which had been used on the mainline, this meant that as far as the coach was concerned it would be equivalent to running at line speed even when standing still, an ideal power source was then maintained. Both the FO's had their own chargers built beneath the frames.



### FO's 3065,3067 & 3070.

These coaches were former Southern Region Boat Train Stock. The Southern Region had an arrangement with Cunard to run special all first class stock between London & Southampton for passengers travelling on the transatlantic liners to and from America. In 1966, six 10 coach trains were operated exclusively on these special Boat Train workings and one of these trains was recorded as being formed of two Brake Composites Nos.21267 & 21268 together with six First Opens Nos.3064,3065,3066,3067,3069 & 3070. **(FO;First Open)** By the late seventies the need for these special trains was found to be uneconomical and the coaches were withdrawn from regular use and held in store at Salisbury and occasionally Clapham Junction, for special charter work. During this time some of the coaches were used in probably their saddest role, as part of The Royal Train carrying the body of the late Earl Mountbatten of Burma from Waterloo to Romsey on the 5th Sept. 1979. In 1982 the coaches were set aside for possible use in connection with the visit of His Holiness Pope John Paul 2 to England in May of that year.

Very well maintained for these special duties but in the event not required the coaches were withdrawn from use and stored at Basingstoke to await disposal.

Three of the coaches were purchased by the Winchester & Alton Railway, Nos. 3065,3067 & 3070 and the road transfer took place in Oct.1982.

Shortly after their arrival two of the coaches were put into use in the Wine & Dine Train which now was formed of BCK 21092, 3065,1668,& 3070 with 3067 as spare.

I purchased 3065 from the company early in 1983. In late 1987 I purchased the other two.(3067 & 3070).

Whilst in company ownership 3067 had been repainted from Blue & Grey to Green.During 1987, 3070 had been painted in Chocolate & Cream with Simplified Pullman Lining, to match 3065 which was also by now in Chocolate & Cream with Simplified Pullman Lining. 3065 was named Orchid & 3070 was named Fern. Meanwhile the Southampton & Waterside Restaurant Car Group had repainted the RB 1668 in similar livery to match the other vehicles



Winter 1983 with the BCK and FO's included.

### B.G. No.84101.

Not mentioned before, this coach came into the 'Belle' set because BCK No.21092 became too corroded to continue in front line service and the company wished to withdraw it from use.**(BG; Gangwayed Brake)**

As a group we visited many depots looking for a suitable replacement and finally found this vehicle at Stratford in East London. This coach arrived on the railway by rail at Christmas Eve 1986.( The railway by this time had reached Alton and was running trains over the entire 10 miles, with a connection on to the Main Line, as required)

One of 1,127 vehicles of the type built by various companies, this vehicle



BG 84101 arrives at Alresford 24th december 1986

was latterly used in Newspaper Trains on the East Coast mainline.This vehicle was quickly cleaned over the Christmas & New Year Holiday and the Generator which was fitted in 21092 was transferred to the BG, not quite as simple as it sounds. Weekends and holidays were used to full

extent in order to re-fit all the control equipment and wiring to make this vehicle ready for the 1987 season of Wine & Dine trains. The non-generator end was fitted out as staff changing rooms etc. Beyond the generator room, another section became a stores & workshop.

**To be concluded**

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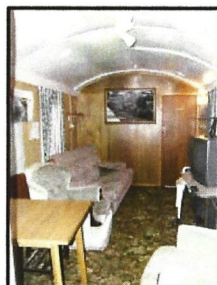
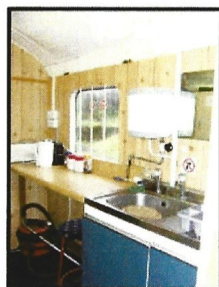
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### MK 3 SLEEPING CAR AND CCT

This privately owned stock, situated next to the Meldon buffet coach is for the use of volunteers working on the Dartmoor Railway. Occupancy is on trust and it is essential that users are prepared to properly respect the facilities. Rooms are £3.00 per person per night. Further information can be obtained from Clive Warneford on 01747-825810 or David Clegg on 01626 867210



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## **DARTMOOR RAILWAY**

Okehampton Station, Station Road, Okehampton, Devon EX20 1EJ  
Tel:01837.55164

### **Timetable**

(Saturdays 29th May - 18th September 2010, and Bank Holiday Mondays 31st May & 30th August)

Meldon Quarry	dep		11.00	12.00	13.20	14.35	15.15	16.35	17.10
Okehampton	arr		11.10	12.10	13.30	14.45	15.25	16.45	17.20
Okehampton	dep	10.00		12.20			15.35		
Sampford Courtenay	arr	10.12		12.32			15.47		

Sampford Courtenay	dep	10.15		12.35			15.50		
Okehampton	arr	10.27		12.47			16.02		
Okehampton	dep	10.40	11.40	13.00	14.15	14.55	16.15	16.50	
Meldon Quarry	arr	10.50	11.50	13.10	14.25	15.05	16.25	17.00	

All services will be diesel operated

### **Timetable**

(Sundays 23<sup>rd</sup> May - 19th September 2010)

Okehampton FGW	arr	09.52			11.47		13.49		15.48
Okehampton	dep		10.05	11.05	12.05	13.20	14.05	15.05	16.05
Meldon Quarry	arr		10.15	11.15	12.15	13.30	14.15	15.15	16.15

Meldon Quarry	dep		10.25	11.25	12.25	13.40	14.25	15.25	16.25
Okehampton	arr		10.35	11.35	12.35	13.50	14.35	15.35	16.35
Okehampton FGW	dep	10.00		12.00		14.00		16.00	18.00

All services will be diesel operated

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