



SUPPORTERS'  
**DARTMOOR RAILWAY**  
ASSOCIATION

## THE DARTMOOR PONY

The Magazine of the Dartmoor Railway  
Supporters' Association

No.7

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30075's Visit  
Waiting at Halwill  
Junction  
Watercress Belle Part 2

## The DARTMOOR PONY

Issue No. 7

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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 last day of the month prior to publication date.

**FRONT COVER:** An unusual view of 30075 taken through the corridor connection. *Photo: R.White*

#### BACK COVER:

**Top:** 30075 coasts into platform 2 with steam to spare

**Bottom:** 30075 makes a spirited ascent towards Meldon past the site of the former Up distant signal.

*Both photos: B Mills*

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### Dartmoor Railway/DRSA

Telephone Numbers/Website

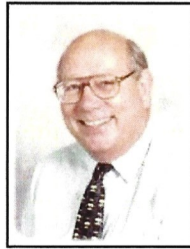
Dartmoor Railway Information and Timetables	01837-55164
DRSA Membership Matters	01837-840670
Westcountry Models	01837-55330
Buffet at Okehampton Station	01837-55667

DR/DRSA Website [www.dartmoor-railway.co.uk](http://www.dartmoor-railway.co.uk)

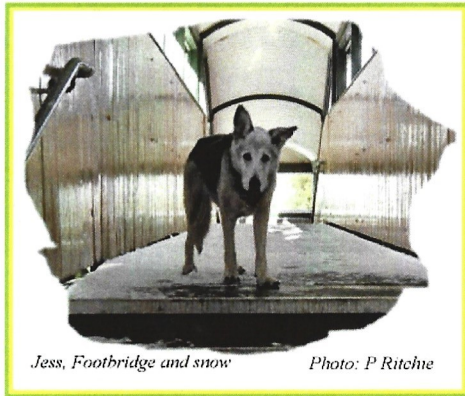
## **EDITORIAL:**

*By Peter Ritchie*

I am going to ask you to indulge me for a very short time. I lost my faithful old companion on 14<sup>th</sup> September. I raise this because a number of you are always quite solicitous after her welfare having met her on occasion when acting as station dog. She lasted to the ripe old age of fifteen and a half years and during that time she became a great pal and companion. She will be sorely missed. On the brighter side, it looks as though *Rosie* has taken up the post and she can be found keeping Tom and Sue Baxter in order when they come up to the station



Well, what a start to the last quarter. We were expecting 30075 towards the end of July and, as you all know, she didn't reach us until 18<sup>th</sup> August. Everything appeared to have fallen flat and all the effort put towards getting



*Jess, Footbridge and snow Photo: P Ritchie*

Julian's coach fit to use looked as though it would be wasted. Alistair Gregory of BARS tried to get a replacement but, in the end, 30075 was repaired and came to us. Then there was the coal!!! It seemed that we bought a type of coal that caused great difficulty in that it created a large amount of clinker that resulted in poor steaming. This in turn created a lot of backbreaking work for the footplate crew. When you

consider that neither Gerald nor Ian are exactly in the prime of their youth, I believe we owe a tremendous debt of gratitude to them for the success of the visit. They worked out a technique to achieve the best steaming and the problem, whilst it didn't go away, was contained. Alistair later helped out with the driving and Ross with the firing. Thanks are also due to the Project 62 group whose loco it is. Members of that group came down and helped out.

Whilst I am dishing out the accolades, I just want to thank a few of our regular contributors to this magazine. Apart from our active volunteers about whose activities Dave Clegg regularly writes, I am indebted to people like Bernard Mills who has provided us with so many high class photographs of both the present and the past at Okehampton and the area; to Clive Warneford who has come up with some splendid articles ranging from sleeping cars through buses to dining trains; to Peter Barnfield who has so

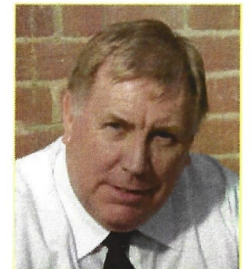
generously allows us to use his beautifully crafted whimsical tales about The Withered Arm – would that it would come into print again. In this edition we have the second part of Clive's Watercress Belle account and we see it venturing on to the main line. Peter's story is of a visit to Halwill Junction. Make sure you read it. There are many others who have contributed, Richard Proctor with his ride on the Great Britain train etc. Thanks to you all. One of the delights one experiences when visiting the Bulleid Buffet on Okehampton station apart from the food of course, is the prints and original paintings that adorn the walls. Many of these are by Bernard Jones, a member of the Guild of Railway Artists, and they depict scenes on and around our railway. I recently bought a print of Bulleid Pacifics at Okehampton which I am looking at for inspiration as I write this. It is a tremendous piece of work full of the atmosphere of the days of steam. I raise this subject because I have learnt that the railway gets a commission on each painting sold. Have a fresh look at them and perhaps you might just find that you really fancy one.

Just a final note, the Santa Trains leaflet can be downloaded from the web site. I have put the timetable and costs on the inside of the back cover. That's all for now!

## **FROM THE GENERAL MANAGER**

*By Graham Isom*

We begin with a little bit of heartfelt sadness, in that the 'Station Dog' our 'Jessie', or as she was commonly known, Mrs Ritchie, has passed away at the age of 105 (dog years). Peter, our thoughts are with you and support is there when needed as not only was she a 'Pet' but a very true friend as well.



The 'Station Dog' title now moves to 'Rosie', who, as most people know, is responsible for Susan and Tom Baxter.

Well here we are again at another addition of the DRSA magazine and it is that period of the year leading into the 'Santa Specials' and the 'Mince Pie Specials'. I must therefore ask all of you volunteers to be ready as we will need 'Santas', 'Elves', 'Reindeer Drivers', 'Reindeer Guards' and all the other supporting staff to replicate the success of the service that we offered the visiting families last year.

The passenger numbers improved this year - they must now know where the 'Dartmoor Railway' is located. The 'Sunday Rover' over the period of the 19 Sunday's carried 2622 passengers away from Okehampton and brought in 2529. That gives an average, both in and out, of 286.1 passengers per Sunday. I'd be interested to see the 0.1 of a passenger!!

The Okehampton Station floral display was and still is excellent and again received many compliments. Well done to the 'Station Team' and extra praise to the 'Flower Fairies', Susan Baxter and Wendy Ware with their assistants Tom and George.

The DRSA team of renovators, decorators and "allied trades", must have been pleased with all their hard work on the 'Buffet Car' at Meldon, when it opened its doors to the public. The 'Meldon Buffet' team have enjoyed serving the public and generally discussing the enjoyment to be gained from Dartmoor. Well done everyone involved.

The 'Steam' fortnight went well and after eventually arriving, 30075 enjoyed her visit to the 'Dartmoor Railway'. Thanks must go out to the 'Project 62' team, and, in no small way, to Gerald Smallacombe, Ian MacCulloch, Ross Henrywood, Alistair Gregory, Stephen Goodwin and David Trant, who between them kept the whole show running. The visit culminated in an excellent last evening trip, enjoyed by all. Thank you very much all the other people who made this event go with a swing.



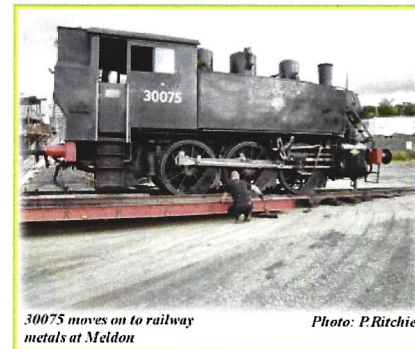
We are still awaiting the decision from the ORR on the licence for Devon & Cornwall Railway.

I have now passed my second anniversary at the Dartmoor Railway and may I again take this opportunity through the DRSA magazine, to say a very big 'THANK YOU' for all the support given to me from all quarters - especially the DRSA members.

## THE RAILWAY

### General Activities:

This quarter saw us start with our hopes dashed on the steam front. As ever, Thumper took a step to the fore and gave a surefooted performance



30075 moves on to railway metals at Meldon

Photo: P.Ritchie

maintaining the summer timetable. Suddenly 30075 was on the cards again and arrived at Meldon on 18<sup>th</sup> August to start service on 21<sup>st</sup>. It was a great success although care must be taken over the quality of coal used. Considering that advertising had, perforce, to be limited due to the short notice, the number of passengers held up well and gave a good indication of the attraction of steam. Ed Ellis made a

flying visit to see it in action. The train consist was very reminiscent of the Titfield Thunderbolt film but, although utilitarian, served its purpose efficiently and safely. As Dave Clegg mentions later, an enormous amount of work went into achieving a usable coach for the train.

All too soon she was gone and Thumper took up the reins again into the autumn timetable. Once the service was reduced back to weekends only, First Great Western appeared again for "skid-pan" training. This lasted for some three weeks with the buffet providing sandwiches etc for the FGW staff (*Ed: Very good sandwiches they were too - the editor managed to find himself in the buffet at least once a week during the training!*) By the time they finally left, the DMU in use had square wheels and sounded extraordinary as it ran down the hill out of Oke. The residue of the slippery rails left a need for the drivers of our weekend services to exercise considerable skill to maintain traction. Thumper is now in need of some long needed maintenance and *Bluebell Mel* will be taking over services. We are expecting the arrival of a D&CR class 31 in the near future which it is hoped will take up Santa duties.



Ed Ellis on the footplate of 30075 with Christopher Roper

Photo: P.Ritchie

## **Volunteer Report September 2010**

*By Dave Clegg, Volunteer Coordinator.*

Earlier this year, DRSA helped fund the transport costs of Julian Pope's DMU Class 117 vacuum-braked coach from Blaenavon to Dartmoor Railway. The coach was expected to be a long-term restoration project for future use with steam haulage as we have an absence of vacuum-braked passenger stock on our railway. The surprise announcement by BARS at the AGM that a steam locomotive would be hired during August meant that the owner and the diesel/C&W groups dropped everything (well, almost) to quickly get the vehicle in an acceptable condition for public use in time. Although not up to our usual standards this was completed the day before services were due to start, and the vehicle entered service with the LMS Goods Brake Van and 'USA' tank loco 30075 on Saturday 21<sup>st</sup> August. Well done to all those valiant volunteers who as so often happens, manage to achieve the impossible!

## **Volunteer Report October 2010**

The main emphasis of the C&W team now is the completion of Driving Trailer Coach 61743.



*Photo: D.Clegg*

The work is now moving to the inside of the coach, and I'd be grateful for one or two extra pairs of hands if someone feels they might be able to assist with non-specialist work. The coach needs a good wash and clean inside, and the washed seat covers replaced on the cushions, backs and headrests. This is

surprisingly time-consuming as there are three covers per seat and an awful lot of seats! If you could offer a day or two this would help enormously as we have a deadline to get the coach ready for the Santas. Contact me first by email at [clegg.lethbridge@tiscali.co.uk](mailto:clegg.lethbridge@tiscali.co.uk) or by phone (01626 867210).

Thanks.

## **WHAT SORT OF TRAIN IS THIS?**

*Bu Jon Kelsey*

Five of us were standing on Meldon platform – three returning from a stint at the Meldon workshop and the two crew of the Thumper. A family group appeared on the platform. The keen-looking father approached and asked 'What sort of train is this?'. As the new boy volunteering for only the second time (and one who grew up a long way from the Southern Region) I didn't feel under pressure to answer, but it was disconcerting to see the others take a bit of an interest in their feet. After what seemed like an age one of us lost his nerve and mumbled something lame about a 'diesel multiple unit'. Somehow I didn't think this was the level of detail required, and the father walked off looking a bit disappointed. I couldn't help thinking that a PR opportunity, however small, had just been lost, and I resolved to find enough information about the Thumper to avoid being caught out again. Maybe it's of use to others too, so...

1132 was built in 1962 by British Railways Southern Region; the underframes were made at Ashford, and everything else at Eastleigh. Originally it was a 3 car unit. The middle car is now stored at Meldon.

The class to which it belongs was built in 4 batches, starting in 1957. Ours belongs to the final batch, known as the Berkshire units, as they were intended for services in and around that county, typically Reading to Salisbury. The earlier batches were Hampshire units, which is why BR referred to the entire class as 2H or 3H, according to the number of cars.



*1132 leads 1108 at Mount Pleasant Crossing 1969*

*Photos: B.Mills*

When the introduction of the BR TOPS scheme led to the renumbering of all the stock, the Hampshire/Berkshire units became class 205 and our 1132 became 205032.

It was withdrawn from main network service on October 25<sup>th</sup> 2004 at Uckfield. The last operator was Connex, a train operating company no longer in existence (and deservedly so by all

accounts). Eight other members of the class of 34 have been preserved, including 1128/205028 also owned by the DR but currently unserviceable.

A class 205 is properly described as a diesel electric multiple unit (DEMU), i.e. a diesel engine drives an electric generator powering the traction motors which turn the wheels. This configuration enabled the class to share as many components as possible with the third-rail electric multiple units (EMUs) which predominated elsewhere on the Southern Region; the only significant difference was the source of the electricity. (Other types of DMU have mechanical or hydraulic transmissions - the latter in most modern designs).

The Thumping comes from an English Electric 4-cylinder type 4SRKT Mark II engine producing 600 shaft hp at 850 rpm. Have a look at it if you get the opportunity. It's enormous. In fact, the bore and stroke are 10 inches and 12 inches respectively, giving a cubic capacity just short of 62 litres if my arithmetic is correct. Two EE507 traction motors mounted on the inner bogie turn the wheels. Intuitively this doesn't seem the best layout for avoiding wheel slip, with the engine at the other end of the carriage, but it must have worked. In its frantic youth the Thumper had a maximum speed of 75mph. Just imagine.

Abbreviation collectors will be thrilled to hear that the power car is a DMBSO (Driving Motor Brake Standard Open) and the other one is a DTCsoL (Driving Trailer Composite semi open Lavatory). The absent middle car was a TSO (Trailer Standard Open). Passengers in the front two cars must have regretted the lack of gangway connection to the DTCsoL on occasions. [The mystifying BR coach abbreviations are handily explained at [http://en.wikipedia.org/wiki/British\\_Rail\\_coach\\_designations](http://en.wikipedia.org/wiki/British_Rail_coach_designations)]

The power car weighs 56 tons, and the driving trailer 32. On the yellow end of the power car is a black triangle whose purpose was to indicate to station staff which end of the train contained luggage and parcels.

In my ignorance I have shamelessly raided the Internet for the above information, so none of the foregoing is original apart from the errors.



Photo: P Wagstaff

## FROM THE MEMBERSHIP SECRETARY

As we begin to approach the season of the year when we hope all our members will wish to renew their subscriptions, it is good to know that annual rates for 2011 will stay, as in 2010, at £16 single and £22 for joint (i.e. double) memberships. Renewal forms will accompany the next issue of Dartmoor Pony. We are always pleased to welcome new members, so if you need an application form for a friend do please let me know. As a special concession, new members paying at the annual rate after 1st November will achieve membership for 2011 as well as for the end of 2010 which includes Santa Specials.

To remind members of the benefits, which may depend on production of a current membership card, they are:

Half price fares on Dartmoor Railway heritage train services.

10% discount on non-alcoholic purchases in the buffets at Okehampton and Meldon.

10% discount on purchases of over £10 from Westcountry Models at Okehampton station, and from The Model Shop, St. David's Hill, Exeter.

Quarterly issues of the magazine "The Dartmoor Pony".

If you change your email address, or indeed any other contact details could I remind you, please, to let me know? When in mid-August we tried to circulate news of the steam locomotive's impending arrival, a surprising number of emails fell upon stony ground simply because we were trying to use the extinct addresses in our records.

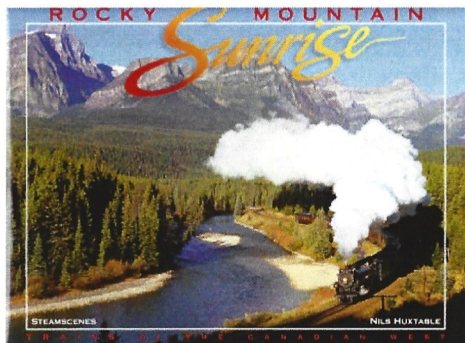
Peter Flick, Copse, Sticklepath, Okehampton EX20 2NR. Tel. 01837 840670. Email [flickstickle@yahoo.co.uk](mailto:flickstickle@yahoo.co.uk)

## 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.

## BOOK REVIEW



### Rocky Mountain Sunrise

*Trains of the Canadian West*

*Nils Huxtable*

Published by Steamscenes and distributed in Great Britain by Steamscenes UK

ISBN978-0-9810812-0-5

£24.95

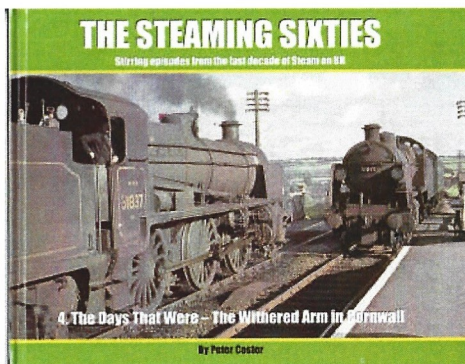
If you are interested in the railways of Canada and the Rocky Mountains then this is a great book for you. The publishers description is an accurate reflection of the books contents:-

*A celebration of railroading in the Canadian West. Beginning at Morant's Curve, one of the best known photo locations in Canada, Rocky Mountain Sunrise takes you on a spectacular journey through Alberta & British Columbia. This 112-page album features the Fraser & Thompson Canyons, Rogers & Kicking Horse Passes, the Kootenay Central, the Crowsnest, Tumbler Ridge, the Kettle Valley & of course, the Yellowhead Route, the Laggan Sub & other favourites*

*If you like trains in scenic settings, you'll treasure Rocky Mountain Sunrise.*

I thoroughly recommend this book.

PGR



### The Steaming Sixties – Stirring Episodes from the Last Decade of Steam on BR

*4. The Days That Were – The Withered Arm in Cornwall*

*Peter Coster*

Published by Irwell Press Ltd

ISBN 978-1-906919-09-2

£11.95

The Dartmoor Pony Autumn 2010

I came across this and a companion volume in the Okehampton station shop, Westcountry Models. Colour photographs of this era are all too few and the quality can be mediocre, however the majority of photos in this volume are surprisingly good. They and the informative captions beneath are all the author's work. The volume covers the line to Padstow, the Wadebridge to Bodmin line and the Wenford Bridge line, the latter being covered in two sections. Unfortunately for a Southern devotee the Wenford Bridge line is operated by Western pannier tanks which replaced the Beattie well tanks. Nonetheless they are still steam!

A delightful book

PGR

### 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.



### **Remember, Remember, the 5th of November, Gunpowder, Treason and Plot.....**

Following on from last year's successful impromptu fireworks celebrations there will be a similar arrangement this year for Association Members and their families at a cost of **£5.00** per head.

As well as the fireworks this covers sustenance (**a free beef burger**). Coffee and tea will also be on hand but will not be covered by the entry fee.

Gather at **1800** in the **station car park** where the display will take place

## WAITING AT HALWILL JUNCTION

*Saturday 20th August 1960*

*By Peter Barnfield*

“There’ll only be about three right through to Lanson,” complained the guard of the Plym Valley train as he carefully locked up the leading coach, explaining to me that this would avoid having to pull up twice at some halts. I wondered why four non-corridors had been supplied in the first place and just where this “Lanson” actually was since I didn’t remember it featuring in the timetable. Then the realisation dawned that I was not bound for *Lawn/cess/ton* at all and that for years I had been making an utter fool of myself. The same problem arose years later with nearby Bridestowe (pronounced *Brid/ess/toe*, but that’s another story).

We were away on time, 5537 steaming smartly out of Plymouth North Road at 10.30am, and I was soon enjoying the scenery as the engine worked up around the southern slopes of Dartmoor. At Horrabridge we passed a similar train while the overall-roofed GWR station at Tavistock produced a well meaning but misguided porter who incurred the wrath of our guard by unlocking all the doors of the leading coach. A passenger survey would now have shown that those of us who had paid to travel enjoyed the luxury of a carriage apiece.

After plunging beneath the rival SR route high above us we climbed up to parallel it into lonely Lydford’s four platforms. No Southern steam in sight but we did meet 4591 and train heading for Plymouth and before we steamed off in the direction of Cornwall I tried to estimate which of its doors might be locked. Our guard was a trifle out in his reckoning for a good handful of people piled out at Launceston when we drew up at the Southern station. 5537 sought refreshment at the loco shed and 5572 backed down to return the train to Plymouth, after strategic parts of it had once again been put firmly out of bounds to intending passengers.

Apart from some fascinating old streets and a ruined castle on the hill close by, Launceston also boasted a rather fine platform-level signal box. This somehow reminded me of my Uncle Fred’s greenhouse, an illusion aided by the fact that in order to explore the now closed GWR station alongside, one needed to negotiate the signalman’s rose garden. The Great Western platforms were obviously beyond his jurisdiction, being a trifle overgrown, odd wagons littering the lines although the little engine shed was in daily use. The arrival of a sooty Southern mogul with an up North Cornwall train cut short my explorations and brought me hurrying back through the thorns to

board it and at 2.47pm precisely I alighted at the “Crewe” of the Withered Arm – Halwill Junction.

My old notebook tells of “...a desolate junction in the middle of absolutely nowhere...”, and I suppose this is a reasonably accurate description of Halwill and its rather bleak outlook. A minor road crossed the tracks at the up end of the station and from here I was able to watch my train gradually dwindle into the distance as it steamed across the Devonshire uplands towards Okehampton. There was deep inside me the vague feeling that maybe it would have been wiser to have stayed snugly on board.

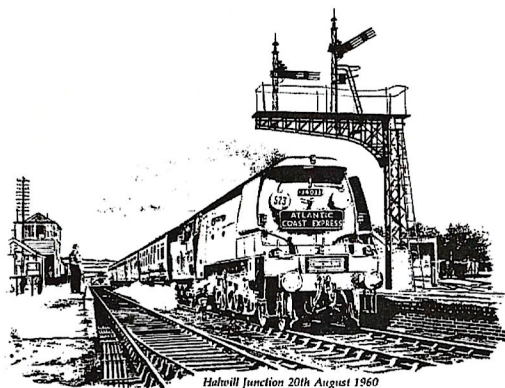
The next up passenger was supposedly in one and a half hour’s time so I had ample opportunity to take stock of my surroundings. The platforms here increased the feeling of bleakness by having no cover whatsoever, buildings were minimal and architecturally very basic. On the down side the main building with booking office managed a clock in the wall and there was a short bay platform with the goods yard behind it. The up side had a small stone waiting shelter with an empty fireplace and a very tall LSWR signal box with a good view. A trio of two wheeled barrows had apparently lived at the station for many years and one of these carried a number of fresh water containers which were obviously dispatched to various railway outposts down the line. Trains for the light railway to Torrington used a separate platform at the down end of the station which was totally devoid of buildings, shelter or anything at all, even a run-round loop. Near the level crossing was a small public house (closed), a huddle of houses named after the station and a road leading off across an almost featureless landscape. Although it was August an icy wind was sweeping across the station so I huddled in the stone shelter, consoled myself with a chocolate bar from my duffle bag and wondered what it was like here in winter.

If Halwill (for Beaworthy) did have any shortcomings in the way of location however, it was reputedly a busy place where shunting went on at all hours. “*An oasis of activity*” was how David St John Thomas referred to it in his *Regional History of Britain’s Railways*, and certainly I did see a little railway activity, even if I was the only actual passenger.

No less than three standard 2-6-2 tank engines began trying to shunt the dozen or so wagons in the yard – one imagines they were actually taking it in turns. This went on until one of the main events of the day, the arrival of the down *Atlantic Coast Express* complete with headboard, behind 34033 *Chard*. One loco now had a legitimate job to do since the detached Bude



portion needed power after the departure of what was left of the main train to Padstow at something less than express speed.



Halwill Junction 20th August 1960

One of the remaining tank engines having managed to assemble a short goods train ambled off in the wake of the *ACE*, leaving the third in full possession of the goods yard, and the station clock announced that my sojourn was almost at an end. Five minutes before departure time, however, a light engine in the form of a Southern mogul sauntered up from the

Launceston direction. It clanked over the crossing and waited in the loop there until my train, another mogul hauling two grimy coaches, a van and a cattle truck, arrived from Bude. Despite the lengthy platform this train ground to a halt directly over the level crossing and simmered there for a further five minutes while the first mogul backed down and attached itself to the front.

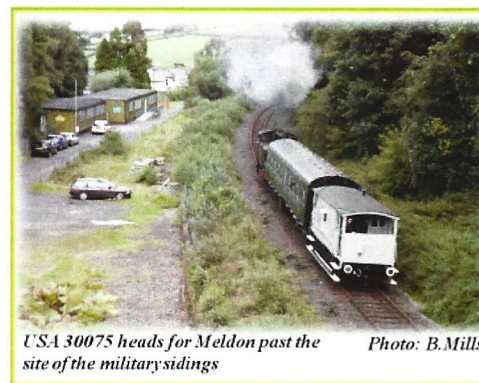
By the time this intriguing combination pulled away, the level crossing gates had been closed to road traffic for approximately 15 minutes, and drivers of some cars and a tractor had given up all hope and turned off their engines. I wondered if this happened every day as we sauntered off at a sedate pace to the next station, Ashbury, where a short but crowded train headed by a Bulleid pacific, its safety valves roaring impatiently, waited to cross with us.

The moguls plodded on to Okehampton where it was "All change", although I was in fact the only passenger. They parked the entire train in the yard and steamed off to the shed and one wonders what happened to the occupants of the cattle truck. I had only a short wait before the usual pacific came hustling in from Plymouth with something a little more sprightly than the mixed train, displaying prominent "WATERLOO" stickers everywhere. The only other passengers to join the train were some newly weds who arrived by car with a photographer and some friends to bid them *bon voyage*. They had to be photographed from every conceivable angle with such superb backgrounds as the water tower, engine shed, down side waiting room etc before being allowed to board the train. If you were planning to build a model of Okehampton in 1960 then a glance through their wedding album would no doubt prove most valuable. There was plenty of confetti left for the station

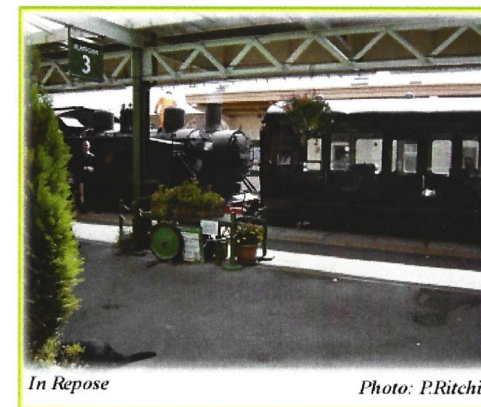
staff to sweep up but the train guard was more anxious to get his train away on time than feature in any of the pictures.

The run to Exeter seemed alarmingly fast, so used had I become to the potterings of remoter Devon and at Central we were attached to the rear of an up express headed by a "Merchant Navy" whose pace made even this seem pedestrian. At Yeovil Junction, nice civilised place with a refreshment room, full canopies, covered footbridge and public address, the M7 was waiting to take me round to the Town and a walk to Pen Mill for the 8.27 to Bristol. Halwill seemed a whole world away.

### MORE FROM 30075



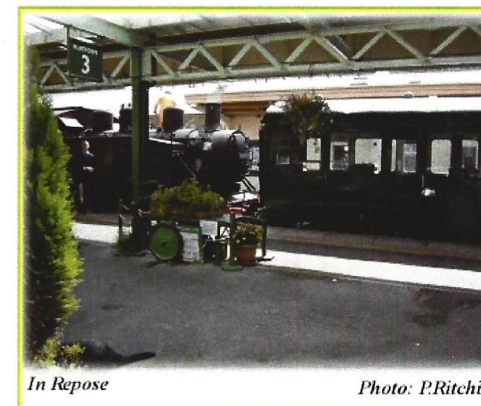
USA 30075 heads for Meldon past the site of the military sidings Photo: B.Mills



In Repose Photo: P.Ritchie



Gerald Smallacombe - Driver Photo: P.Ritchie



In Repose Photo: P.Ritchie

## LETTERS:

Dear Peter,

I am a member of the Dartmoor Railway and live in Brighton, Sussex. I visited our railway on Sunday 8th August 2010

I am a Treasurer of The Lavender Line in Sussex and we have your sister Thumper 1133 so I was very interested to ride on 1132. I met your driver Keith on that day who made me very welcome. He is a lovely guy who is a credit to your organisation. We spent the day riding 1132 with Keith and with the guard who was extremely friendly (*Ed: John Scotney from the photo*). I came away impressed with the operating staff and, if I lived nearer, I would be helping you – but it's a long way from Brighton to Okehampton.

I have enclosed a photo with Keith and my son Peter and hope you can publish this in a future Dartmoor Pony magazine. (*Ed: Both this photo and one of John S are below*)

I wish you all the best for the future

We will be down next year, keep up the hard work,

Rod Peters  
Member No 0440

*Ed: Thank you for your kind comments, Rod. I have informed Keith and John.*



Keith and Peter and Guard John Scotney

Photos: R.Peters

By email:

Tom Baxter's article re fish vans and fish traffic in the last Pony reminded me that amongst the model railway stuff in the attic at my parents' home is a Hornby ice blue fish van; the article telling me a bit more about them was very welcome. My late father put up shelves in the attic with the plan for having a model railway running around, which would have been very surreal weaving its way amongst the junk. However, most of the model railway stuff which I have I'd be happy to part with and wonder if the shop at Okehampton might like to sell it to raise funds for the DRSA; maybe Tom would like to acquire the fish van. If interested let me know and I'll take the stuff to Okehampton Station or let you have further details.

Also on the subject of fish traffic it's interesting to note that our own line once had fish traffic running out of Padstow. Hamilton-Ellis writes in his book *The South Western Railway*:

".....The fish-dock building at Padstow grew more imposing by far than the little single platform passenger station, and traffic on the North Cornwall line could recall things as at Peterhead, and Mallaig, and other places. The fish traffic led to a passing trouble for at least one man. One of the Padstow fish trains left an aquapiscine trail along the permanent way, and in Trehil Tunnel near Delabole the engine of a following passenger train trod in the mess, slipped badly, and bent a coupling rod. The unfortunate driver was sentenced to dismissal. If there is one sort of character in the West who is more independent than the Devonian [who is supposed to be English] it is the Cornishman [who is not]. A deputation was formed to protest at the injustice. Drummond sent a wire, requiring the presence of the leader of the deputation at Nine Elms, at such a time. Holding his courage tightly in both hands, the man went, and after a while returned, pale and exhausted. But the driver whose engine had bent a rod on fish water was reinstated. ...."

This must have happened in Mr Drummond's time around about the turn of the last century. I don't know how recently fish was last despatched by train from Padstow.

William Davies  
Member No 01889

*Ed. Thanks William. This gives me the chance to put in a photo of my Hornby Dublo fish van on the next page!*



E87231 Hornby Dublo Blue Spot Fish Van  
Stock No 4300

And here we are with the HD Blue Spot fish van under the "Super Detail" Hornby Dublo Label;



Photo: J.Kelsey

And then there's the fish van at Oke resplendent in its light blue livery – it's a pity about the Bus Stop sign in the way of the photo



Photo: P.Chapman

**CAPTIONS**  
**PLEASE**

for this lovely shot of the footplate crew taking a breather

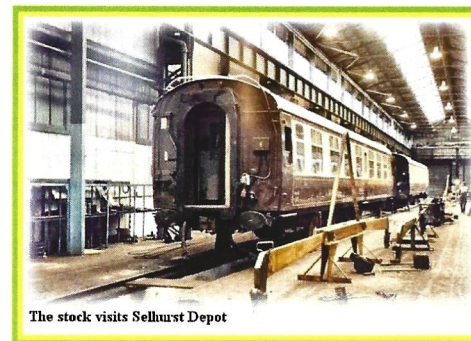
**THE WATERCRESS BELLE – PART 2**

Words & Pictures (except where stated otherwise).

by Clive Warneford.

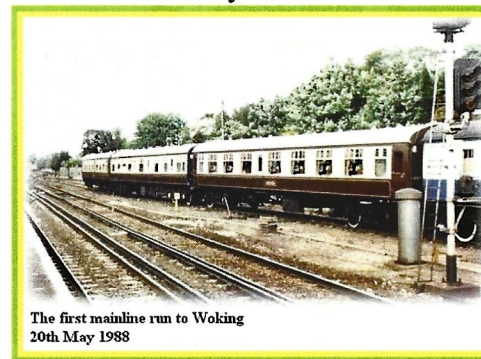
**The Main Line.**

During 1987 a select number of group members were called to a meeting with the railway management and we were told that there was a possibility of taking the "Watercress Belle" on the main line to Woking during the celebrations of Woking 150 in May 1988. Sworn to secrecy, preparations were made to remove stored equipment from the coaches. All went quiet and we wondered if it was ever going to happen. However at very short notice, two days in fact, we were told that the whole set including the spare, No. 3067, was to go by rail to Selhurst Depot in South London for a complete underframe service and overhaul, which would include buffing & coupling gear, brakes and wheelsets. We were at the time running regular Wine & Dine trains, so you can see that a degree of panic set in. However, after running the 'Belle' on Saturday night the whole set was de-stocked and made ready for departure to Selhurst.



The stock visits Selhurst Depot

On Tuesday May 10th 1988 the train departed Alton behind 33019, the first time the coaches had been on to the main line since being condemned by BR. Over the next 9 days the coaches received extensive maintenance to make

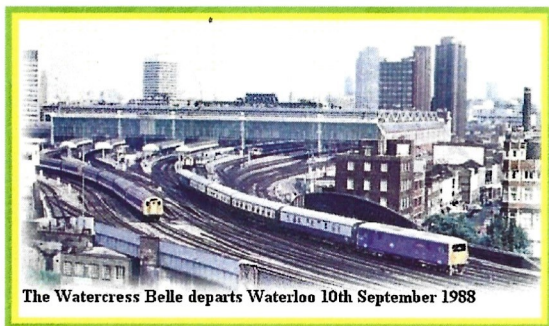


The first mainline run to Woking  
20th May 1988

them fit for main line use, returning to Alton on Friday May 20th, just about in time for a Wine & Dine on Sat. 21st May. On Sunday May 29th 1988 the train left the Mid-Hants for the run to Woking and was used twice that day to provide a Wine & Dine service for specially invited guests of Network SouthEast from Woking to

Alresford.

An account, by this author, of this event can be read in Mid-Hants News from the period. The success of this led to a further expedition in the September of the same year but this time to **Waterloo!** On this occasion it was for the naming of a Class 73 Locomotive. All the 'Belle' coaches were used on this trip. A further account of this, by this author, can also be read in Mid-Hants News from the period.



The Watercress Belle departs Waterloo 10th September 1988

### Back to Normal, (or was it?)

Once the euphoria of 1988 had died down we got back to our normal fortnightly Wine & Dine trains, with ongoing maintenance, cleaning & servicing of the rolling stock.

It had been obvious for some time that if we were to use the spare FO we would have to increase the catering capability of the train, on occasions when this extra FO was used it became necessary to add the railway's Griddle Car to the set to increase the kitchen capacity.

The small group of the original committee members, who had really become the Technical Support team for the train decided to raise sufficient sums in order to purchase an RKB (*RKB; Restaurant Kitchen Buffet*) this type of vehicle was really all kitchen with a small buffet counter at one end and no seating. Actually ideal for a Wine & Dine Train which could replace a smaller vehicle such as 1668, although that had not been the intention. Anyway we found one, it's number was 1555 and we bought it.

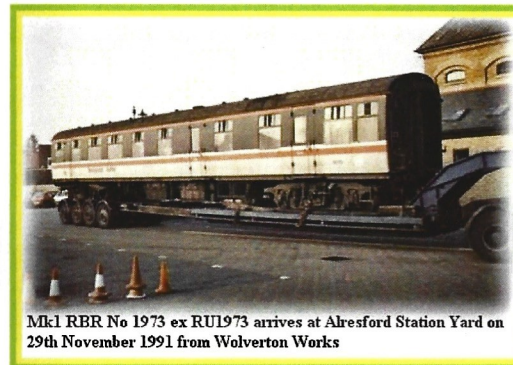


RKB 1555 at Peterborough Yard 1990

However, this vehicle, which was one of a small batch built by Cravens contained Blue Asbestos! Arrangements were made to have this material professionally removed but the firm carrying this out had under-quoted for the job and as BR had the contract with them to do this they (BR) refused to pay any more for the work. Suffice it to say we had paid for the coach but we didn't have the coach. After a meeting with BR we

agreed to rescind the sale on the understanding that we could have another vehicle instead.

After some time searching we were able to purchase RBr 1973 and this was delivered by road to Alresford from Wolverton Works on 29th November 1991.



Mk1 RBR No 1973 ex RU1973 arrives at Alresford Station Yard on 29th November 1991 from Wolverton Works

**RBr 1973. (*RBr; Restaurant Buffet Refurbished, this vehicle was actually built as an RU; Restaurant Unclassed*)**

Initially we set about a thorough cleaning of the coach, both inside & out with an assessment of the required repairs and refurbishment. A work programme was organised and a start was made on the restoration.

From lessons learned with RB1668 we knew that we would require a battery charging system from the outset so equipment for this purpose was made (in - house) and fitted inside one of the gas bottle boxes (we don't use the fourth box for gas as there is no requirement for it). Flooring treadplate was lifted to reveal rotted timber beneath, so a new floor was fitted, together with new treadplate. Replacement Formica panelling was also fitted to



RBr(RU) 1973 after full overhaul 2006



Interior of RBr 1973 - ready to run

the walls in the kitchen & pantry areas and all equipment removed refurbished and refitted. Meanwhile the lounge wall panelling which had been covered with carpet was cleaned and replaced with plywood as necessary. Where necessary wiring was renewed and further wiring added for table lights. New ceiling panels were also cut and fitted.

All this work took much longer to do than can be expressed in print and it must be borne in mind that at the same

time we were still maintaining the original train and going to work in our normal occupations. The bodywork of the coach was beginning to deteriorate and some external repairs were made to "stop the rot" but over a long period of storage in the sidings at Alresford whilst the internal restoration was taking place it became obvious that professional help would be required. We negotiated an agreement with the Mid-Hants Railway Plc that they would have the coach body overhauled at their expense in return for use of the vehicle for 10 years. In September 2005 the coach departed for Cranmore Train Maintenance Services for a complete body overhaul and repaint. On its return in May 2006, we fitted new carpet and finished off other internal fittings. The bogies were overhauled and vacuum brakes fitted, final wiring was carried out so that the coach was compatible with the other coaches in the set.

The coach was hand sign-written and it was shunted into the set for testing purposes.... not for passengers. By October 2006 the coach was considered fit for purpose and for use at Christmas. The coach became part of the Railway's Sunday Lunch Pullman which runs on the front of the Sunday passenger trains. It is also used for private party charters on the railway.

Early in June 2007 the coach was damaged by fire.... the cause of which is known but not for airing here, Suffice it to say it was not an equipment fault.



2nd mainline run - pulling into platform at Waterloo Photo: F E Warnford

Fire brigade access to the vehicle caused about as much damage to the vehicle as water & smoke, however the actual fire damage was confined to a relatively small area behind and above the boiler. The coach was therefore unfit for further use until repaired. After insurance assessment the coach was transferred to Rampart Carriage & Wagon

at Derby for repairs, and returned to the railway on 23rd Nov 2007. After cleaning and restocking the coach was returned to traffic for the Christmas Lunch Specials. Since then the coach has been in regular use, with no major problems.

At the moment our RB1668 is out of traffic for bodywork repairs and RBr 1973, is in use both on Watercress Belle Services and Pullman Lunchtime services, so it is certainly earning it's keep and wasn't it good that we bought

the coach in the first place, otherwise what would the Railway have done without it!

#### Footnote.

**FO 3065** was owned by me from 1983 until 1998 it is now situated as a static restaurant at The Hound Inn, Arlecdon, Cumbria.

**FO 3067** was owned by me from 1987 until 1997 it is now owned by a group of people involved with the Watercress Belle.

**FO 3070** was owned by me from 1987 until 1988 when I sold two shares in it to members of the group, the remaining share I kept until 1996. It is currently in use in the 'Belle'.

**RB1668** I am a shareholder in this coach, recently outshopped after bodywork repairs & repaint, currently in use in the 'Belle' set.

**RBr 1973** I am a shareholder in this coach(& owning group Chairman), currently in service.

**BG 84101** I am a shareholder in this coach(& owning group Chairman), currently in service.

Gillingham, Dorset.  
Updated July 2010

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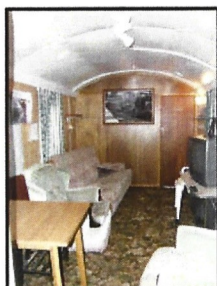
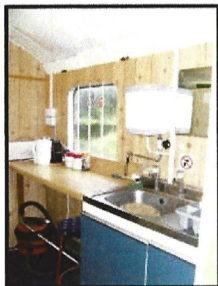
**THOMAS THE TANK ENGINE**

**01837 55330**

Mail Order available • Collectables • Gifts

### 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



### Committee of the Dartmoor Railway Supporters' Association

**Chairman:-** Dick Henrywood

**Secretary:-** Philip Wagstaff

**Treasurer:-** Richard Proctor

**Membership Secretary:-** Peter Flick

**Joint Volunteer Coordinators:-** David Clegg, Dennis Barnes

**Dartmoor Railway Representative:-** Graham Isom

**Committee Members:-** Robert Joint  
André Farmar  
Peter Ritchie  
(Magazine Editor)  
Geoff Horner

**DARTMOOR RAILWAY**

## Santa Special Timetable 2010

December Dates

Saturday 4th and Sunday 5th  
Saturday 11th and Sunday 12th  
Saturday 18th and Sunday 19th

### Timetable

Trains leave Okehampton at:  
10.00hrs, 12.30hrs & 15.00hrs  
Trains leave Sampford Courtenay at:  
10.30hrs, 13.00hrs and 15.30hrs

Fares:

Adults £12, Children £10, Infants £5\*



## MINCE PIE SPECIALS

Dates:

27th, 28th, 29th & 30th December 2010

Trains leave Okehampton at:  
09.30hrs, 12.00hrs & 14.30 hrs

Trains leave Sampford Courtenay at:  
09.45hrs, 12.15hrs & 14.45hrs

Tickets: Adults - £9.00 Senior Citizens - £7.00  
Children - £5 (Under 5 years carried free)  
(\*Infants classed as under 1 year old)

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