



SUPPORTERS'
DARTMOOR RAILWAY
ASSOCIATION

THE DARTMOOR PONY

The Magazine of the Dartmoor Railway
Supporters' Association

No.13

Spring 2012

£2.00



Thumper
Is
Back!

The DARTMOOR PONY

Issue No. 13

Editor: Peter Ritchie

Address: Resthaven, Cheriton Bishop, Exeter, Devon, EX6 6HY

Email: peter.ritchie4@btinternet.com

Telephone: 01647-24271

DARTMOOR RAILWAY SUPPORTERS' ASSOCIATION

Website: www.dartmoor-railway-sa.org

Postal Address: Peter Flick, Copse, Exeter Road, Sticklepath,
Okehampton, Devon, EX20 2NR

Telephone: 01837 840670

Email: flickstickle@yahoo.co.uk

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: Thumper makes it's first appearance on a service train on Good Friday morning. A truly heartening sight.

Photo: P Ritchie

BACK COVER:

Both: Two evocative views of Okehampton Station, both looking in the up direction.

Both: Adam Cann Collection

CONTENTS

Editorial	Page 4
From the General Manager	Page 5
Committee Matters	Page 7
The Railway	Page 8
Carriage & Wagon	Page 10
Okehampton station Museum Appeal	Page 13
Station Maintenance	Page 15
Fund Raising	Page 18
Rosie's Diary	Page 19
Book Review	Page 20
Stock Book	Page 21
Committee Members	Page 27

**Whether cantankerous old curmudgeon,
Or hyperactive whelp,
The thing your railway wants the most,
Is a little bit of help!**

To volunteer on the Dartmoor Railway
please contact:-

Dave Clegg :- 01626 867210
Geoff Horner :- 01363 82383

EDITORIAL

Peter Ritchie



The last quarter has been a bit of a roller coaster for the fortunes of the railway at Okehampton. We soldiered on manfully (sorry ladies) through 2011 with 'Bluebell Mel' and her 'Titfield Thunderbolt' train just about coping with the reduced timetable which excludes Sampford Courtenay for operational reasons. C&W group carried on with the refit of Thumper but there was nobody to cover the repair of the engine. This was the situation throughout the year. Although Santa and Mince Pie Specials were planned, there was nothing to haul them. The Dartmoor Railway is infamous for going right to the wire and, just in time, work on 47701 was completed and this engine covered the seasonal duties. However, it does drink fuel and, thus, is expensive to run especially when transporting empty coaches around. Thumper became more and more important to us.

The new season saw a couple of fitters from G S Engineering setting about to sort out Thumper. Unfortunately, they were unable to get her running before the season started so we had to have one weekend of Bluebell Mel running between Okehampton and Meldon. However, Thumper was up and running and was available to run for the whole Easter weekend and we saw the bright metals down to Sampford Courtenay. That had a marvellous effect on raising the morale.

That having been said, we are desperately short of volunteers in all areas. At times it has been almost at breaking point in the Bulleid Buffet and the Meldon Buffet. Unavailability of train crew is a major problem with one days' running being cancelled due to lack of volunteers.

On a positive note, we are anticipating a permanent General Manager to be appointed fairly soon which should get us back on an even keel. Trying to look after us at a long distance has been very difficult for Graham. A new Publicity Officer, Jo Brown, is now in post for both the Weardale and Dartmoor Railways and we are already seeing the benefits of her presence. The DR web site is now improving with up-to-date information available.

We have seen the DR's flail has been clearing vegetation along the length of the line and the improvement is already marked. Your committee has been in communication with BARS and we had a meeting with the Executive Vice President, Garcia Hanson during which we cleared the air and voiced our

concern about the lack of support. I think there is no doubt that things are looking up on all fronts.

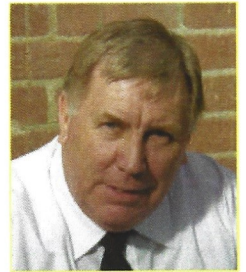
Peter Chapman, the DRSA's Publicity Officer, Dick Henrywood, the Chairman of the DRSA and your Editor had a good meeting with Jo Brown when she visited and a way ahead was sketched out on the PR front. Peter attended the Nailsea Model Railway exhibition and had a fruitful time pushing the existence of the DR. New leaflets are in production and will be distributed on a professional basis.

After finding major dates clashing between Committee members, the date settled on for the DRSA Annual General Meeting is now Saturday 26th May at 1900 in the Ockment Centre. Apologies for the uncertainty over the dates. Come along and join us.

It remains for us all to look forward to a good season and I would ask all of those who can to volunteer to help in whatever department they can. I'll see you all at Okehampton

FROM THE GENERAL MANAGER

By Graham Isom



Once again I need to thank you all for all that you have done to keep the Dartmoor Railway operating once the season opened. It has been hard work, I know, to organise a service when there are major uncertainties with unserviceable equipment. The last minute repairs etc. are difficult to cope with when such problems arise.

I fully acknowledge all the hard work that you have all put in and I am proud of your efforts. I note that Devon County Council have confirmed that they are backing Okehampton East station and BARS have forecast a start of Exeter services next year – let's hope so.

I was so sorry to hear of Steve Peagram's passing. He was a protégé of mine some years ago.

As you know, a General Manager for the Dartmoor Railway is actively being sought and I will be relinquishing the post when he is in office. I will be maintaining my interest in the DR as a member of the DRSA and hope to take a more active part when I retire. I am really looking forward to that. In the meantime, you would wish to know that Iowa Pacific have negotiated a

deal with Warner Bros for a licence to create the Polar Express at Christmas at both the Weardale and Dartmoor Railways. Let's hope this plan stays on the rails.

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.

Dartmoor Railway/DRSA

Telephone Numbers/Websites

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

Dartmoor Railway Website www.dartmoor-railway.co.uk

DRSA Website www.dartmoor-railway-sa.org

Members' Evenings

Two Members' Evenings have been planned for the following dates at The King's Arms, Tedburn St. Mary

Tuesday 22nd May from 1830

Tuesday 10th July from 1830

Committee Matters

Dick Henrywood, Chairman, DRSA

The committee holds monthly meetings to handle DRSA business with the last three being held on 9 January, 15 February and 8 March. The 15 February meeting was followed by a get-together with Garcia Hanson, now in charge of BARS, who very kindly gave us time to discuss all aspects of the railway.

These meetings generally last for two to three hours and cover a wide variety of subjects. Prominent amongst them recently have been traction and rolling stock, fund raising, social events, effects of the proposed Exeter service, the grants from the Okehampton United Charities, organization of the next AGM, and the need for more active volunteers, particularly in the Okehampton buffet and anyone with experience as a fitter.

The committee has also written letters of thanks to two members: Simon Jeffery for his sterling work in restoring the Post Office trolley now resplendent on the platform at Okehampton, and Michael Blagrove for a gift of books and videos for our sales stall. Further gifts of such items would always be welcome – every penny goes to DRSA funds and thence to support the railway.

If any members have points they would like the committee to consider, they should send them to the Chairman, Dick Henrywood, by email at dhenrywood@bowstation.com.

The Annual General Meeting will take place on 26th May at 1900 in the Ockment Centre, Okehampton

Committee Members

Nominations for Committee membership must be received by the Secretary at least 14 clear days before the date of the Annual General Meeting which takes place on Saturday 26th May 2012 at 1900

THE RAILWAY:

General

After the Seasonal celebrations ended the railway settled down in to what, on the surface, to be a deep slumber. Not so, it was deep maintenance time and the C&W gang could be found on a regular basic up at Meldon. No special trains were scheduled to come onto the line and we were able to 'get on with it'. The loyal band of workers were caught out by Dave Clegg's sudden illness which knocked him for six for



Photo: P Wagstaff

a while. The remainder carried on. The opportunity was taken, as you will read in the report of the Station's team, to attack those areas which most needed clearing up. Then, wonder of wonders, Dartmoor Railway's flail appeared from a northerly direction together with Steve Goodwin to start clearing back the line side vegetation. Steve has steadily worked away at it and there is much improvement to be seen. He also gave a hand with Thumper's refit and helped out when it had running problems. Progress has been made!



Duty Manager at breakfast

Photo: P Ritchie



Okehampton teachers at work Photo: P Ritchie

before Easter by Steve Goodwin and duly appeared in service on Good Friday. It was really good to see services working down to Sampford Courtenay again and to see a bright shine on the rails. Thumper ran through to Wednesday of the week after Easter. Services on the following Friday were cancelled due to a lack of train crew volunteers. A further problem has arisen with Thumper and it is currently subject to investigation.

We have a new volunteer who has joined Sue Baxter up at the Meldon buffet – Bill Jeffery. Now we have two retired teachers from Okehampton College to do the sums!
The Dartmoor Pony Spring 2012

All was not full sweetness and light, however, as we still had to use the 08 Bluebell mell and its two-coach consist for the first weekend of running. A timetable was worked between Okehampton and Meldon. Even with no advertising there were a surprising number of passengers around. Thumper was given a 'Fitness to Run' test on the Tuesday



Photo: P Wagstaff

Carriage & Wagon Group News

Geoff Horner, Joint Volunteer Co-ordinator

The work on refurbishing the FK is now complete apart from laying the carpet along the corridor and the vehicle has been moved out of the shed. The remaining work consists of installing and connecting the replacement steam heating bags, the fitting of new brake shoes and bringing the lighting and other electrics back on line. Once these tasks are completed the vehicle will be ready to run.



Gary and Scott

Photo: D Clegg

The 'Big News' is of course the return of 'Thumper' to regular service. The work of overhauling the power unit was completed in what seemed, to a non mechanical person at least, a surprisingly short period of time by Gary and Scott from G.S.Engineering Ltd.of Cheshire. A big vote of thanks is due to them for their hard work.

Whilst the unit was split with the power car in the shed C & W took the opportunity to apply its second top coat of SR green. As the unit is back in service the painting of the second top coat to the driving trailer will have to be carried out in the open and will therefore be dependent on the weather but all being well this and the application of the unit and coach numbers and the BR emblems will be completed in the next week or so.



Mk 2 in workshop

Photo: P Wagstaff

Apart from some minor touching up to the blue/grey liveried driving trailer (61743), the ex First

Great Western brake before it goes to Okehampton to serve as a DRSA 'club coach' and storage van and the Meldon buffet the next major task for C & W is likely to be the refurbishment of the Society's Mark 1 'Laboratory 11' coach. This will be a huge task for those of us that make up the current C & W team as this will be the first time that we have taking the refurbishment of a carriage that is at the moment not much more than an empty shell.



'Last of the Summer Wine?'
The C&W Group

Back row left to right

David Mathews, Tony Bradbury, David Clegg, Geoff Horner, Philip Wagstaff
Chris Baber, John Coxon, Mike Ireland, Phil Hull

Front row

Ned

Thanks should also go to those who are not in the picture:

Bill Horwell, Olie Clarke, Stuart Hickmanreason

This leads neatly into an appeal for **VOLUNTEERS**. As the accompanying picture hopefully shows we are a cheerful lot who generally manage to see the lighter side of life (which perhaps gives to us sometimes being described as characters out of 'Last of the Summer Wine') and who enjoy the camaraderie that exists within the group. However what is indisputable is that, with some noteworthy exceptions, none of us are getting any younger with the result that the floor seems to get further away each time we have cause to kneel or lie on it and when the bumps and bruises of life come along

The Dartmoor Pony Spring 2012

they take a lot longer to go away again. This all means that our numbers can drop off dramatically when aches and pains or illness strikes.



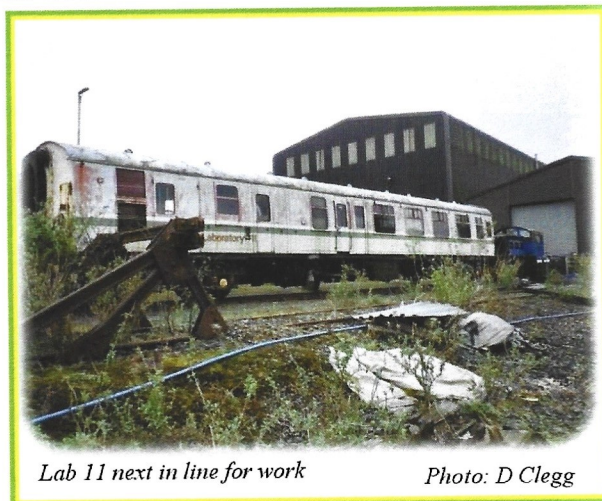
Outshopped Mk 2 Photo: P Wagstaff

So, while there is still life in the current 'old dogs', new 'oldies' along with some younger blood would be most welcome to keep the group up and running and, more importantly, to secure the future of the servicing and refurbishing of the railway's coaches and other vehicles.. No special skills are needed apart from the normal DIY level of handling drill,

hammer and screwdriver although the possession of electrical or mechanical skills would not go amiss. Of course if you happen to be a retired railwayman, or a working railwayman with time on your hands then please do come along – Your Railway Needs You!

At present the group's main working day at the Meldon workshop is Thursday with some occasional Wednesdays and Saturdays as well. It is our intention to try and get together a regular Saturday gang as we realise that joining this would perhaps have more appeal to those who still have to earn their crust in the outside world.

If you are interested in joining the C & W group (or indeed any other branch of the railway – there are many opportunities open) then either of the Joint Volunteer Co-ordinators will be pleased to hear from you and to answer all your questions. Dave Clegg can be reached on 01626 867210 and Geoff Horner on 01363 82383.



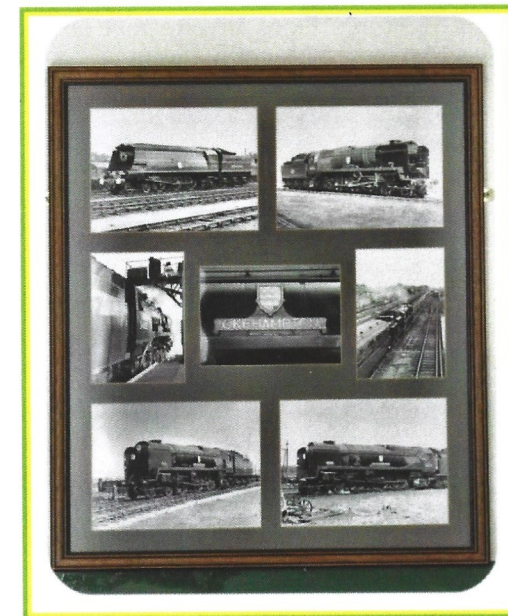
Lab 11 next in line for work Photo: D Clegg

Thank you!

Okehampton Station Museum Appeal

Jon Kelsey

Part of the Station Maintenance Group's remit is to look after the Okehampton station museum room, and this winter we are carrying out a few improvements to it. Before the railway re-opens at Easter some minor repairs and redecoration should be complete, along with small changes to the layout intended to make best use of the limited wall space at eye level. John Caesar has written a detailed but concise summary of the line's history, which we will make available; free of charge but adjacent to a donation box. We will add a sign to make it more obvious from Platform 3 when the museum is open, and look for other ways to raise its profile.



A longer term project is to improve the quality and relevance of the exhibits. As well as refurbishing some of the existing photos, our aim is for every significant event in the history of the line to be illustrated in the museum, and for every exhibit to have a caption explaining its relevance. We need a little help:

- In some cases we would like to produce new copies of photos already on display. Does anyone know where the originals are?
- There are plenty of photos of recent times, especially the period since re-opening, but for obvious reasons the coverage of earlier times is less complete. Does anyone have any good quality photos of earlier days – say anything before 1960 – which we could copy? The sort of subjects we are looking for are:
 - o Bow, North Tawton and Sampford Courtenay stations when in service
 - o the Okehampton signal box in its old location
 - o the original interior of the current Okehampton signal box

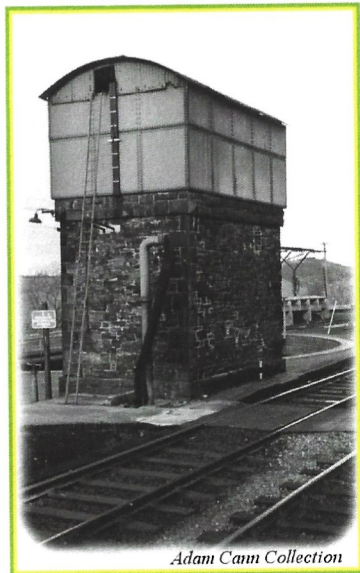
- the Okehampton engine shed / turntable / water tower when active
- activity in the military sidings (military or car carrier)
- The original Atlantic Coast Express at Okehampton
- Anything from the LSWR period

- Apart from some Home Guard equipment, old tickets and a semaphore signal arm, there isn't much in the museum other than pictures. Does anyone have any small artefacts which have a direct connection with the railway, and which the railway could use? Or

does anyone know of anything suitable squirrelled away in a quiet corner of the station? (Bear in mind that it's only a small room).

Although this is a SMG project, Tom Baxter has his hands full on Saturdays with talking to people and faffing around in the GUV, so he has delegated the project to Paul Martin, John Caesar and myself. To get in touch, please contact me by email (jonathankelsey@btinternet.com) or catch any of us at Okehampton station – usually every other Saturday.

Thank you



Adam Cann Collection

Water Tank

The tank and frame are now situated behind the shed and partly painted, thanks to David Trant, Alan and Andy (P/Way) and Steve Goodwin.

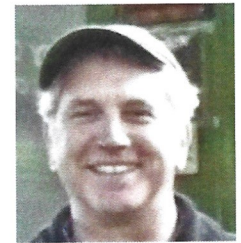


Water Tank progress

Photo: D Clegg

Stations Maintenance Team Report – Spring 2012

Tom Baxter, SMT Coordinator April 2012



The repaint of the GUV (General Utility Van) in Platform 1 is now almost complete. It has been repainted in BR Maroon (or at least a near equivalent locally supplied version of it!). It has also reverted to its original BR number, E86443. Our thanks to Paul Martin for sponsoring and arranging the purchase of the correct numbers and GUV designation. Although it is now a GUV with later modifications we felt this livery and number were more appropriate given the era and ambience of the station. We are sure someone will be able to construct a reason why a BR Eastern Region GUV should have appeared at Okehampton station in the 1950s/early 1960s.



Photo: P Shute

Since the start of the New Year we have undertaken a number of painting tasks around the railway. At Okehampton the Buffet Prep Area ceiling has been repainted. The Ladies Toilets have been repainted and the Gents' Toilets are now part

way through a repaint. Up at Meldon we have also done an internal repaint and refresh of the Meldon Toilet Block. These toilets get an extensive amount of use during the season as they also serve users of the cycleway in addition to the railway's own passengers and buffet users. They are open whenever the railway is running its normal service.

Other work has consisted of a roadside gutter clean and de-weed of the front of station area. Also a tidy up generally around the platforms. We have also undertaken a clean up, tidy and "de-clutter" of the Booking Hall. As this is the main access to the station it



Meldon Station

Photo: P Wagstaff

was felt that it needs to look as inviting as possible and the displays be arranged so as to avoid too much congestion. This is our main ticket sales, information and display area. It also houses the main entrance to the Model Shop so there are, potentially, a large number of activities going on in a quite limited space.

We have undertaken a review and started a refresh of the station's Museum on Platform 2. Again this had become somewhat cluttered and some of the displays were starting to look a little tired. We have repainted the upper walls with an initial undercoat to brighten things up and intend to repaint in the correct top coat colour after the end of this season. Again we have done a "de-clutter" and intend to concentrate displays on items relevant to Okehampton Station and the line in general. A few "foreigners" had crept in and these have been removed and stored for the present. We actually have far more items than we can exhibit properly in this small room and the intention is to put these into the Model Railway rooms at Meldon (our version of National Railway Museum's outstation "Locomotion" at Shildon – only without the locomotives and the extensive floor space!). All of this will take a little time as we will have to fit it in around our other SMT tasks. It is, however, a different type of job that might have an appeal to those who

might not see station maintenance as their first choice. So, if there are any out there who wish to enter into museum work, please let us know and we will connect you with this particular task. Some of the items we have will also need a bit of restoration before display and so might appeal as an ideal "homework opportunity" for others to undertake.

Talking of homework

opportunities, our special thanks go to Simon Jeffery a "Homeworker Member" of the team who rebuilt the red Post Office barrow that now resides resplendent on Platform 3. If you saw the rotting hulk it was previously you will appreciate the amount of time and effort put into its restoration. Now



The magnificent refitted Postal trolley Photo: P G Ritchie

we could also do with some original mailbags to give the impression of it waiting for the next up "Postal" to Waterloo. Can anyone help out with these?

Finally, the Association has recently purchased a small portable shed to house overspill DRSA items from the Fish Van. We are in the process of erecting this in the corner of the Smoking Area on platform 3. The written instructions proving quite a stimulating mental challenge for those doing the job!

Personnel

Sadly, Steve Peagram, one of our regular drivers, passed away earlier this year. His widow, Marion, has asked me to pass on her thanks to all who have helped her through this difficult period. Steve will be missed.

Marion Peagram
would like to take this opportunity to thank all those friends who offered condolences and sympathy following the passing of her husband Steve. She was immensely comforted by the concern shown.

The Shop

Although not owned by the Railway or the DRSA, it is to our advantage that the Westcountry Model shop is well patronised. It can add to the 'pull' of Okehampton station and we all benefit. It is pleasing to note that Adam Cann has settled in as manager of the shop and is offering a good service to customers. Let's all support him where we can.

Volunteers Still Wanted
There is still room for new volunteers to assist **Mike Ellis** in the refurbishment and extension of the 'OO' layout at Meldon?
If you'd like to help please contact
Mike on 07930-443771
Mike can also be found up at Okehampton station on most Saturdays and Sundays

HELP RAISE MONEY FOR THE DRSA WITHOUT COSTING YOU A PENNY USING EASYFUNDRAISING.ORG.UK

By Christine Horner

Treasurer

Dartmoor Railway Supporters' Association

HOW IT WORKS

Easyfundraising.org.uk provides a FREE service where you can shop with your favourite online stores and at no extra cost raise funds for the DRSA. You still shop directly with each retailer as you would normally, but by simply using the links from the **easyfundraising** site first, each purchase you make will generate a **CASH BACK DONATION to the DRSA**, instantly raising money for us. For example, spend £25 with W.H.Smith on books and 2.5% will be donated. You will have raised 63p at no extra cost to your purchase, Amazon donate 2.5% and some suppliers and retailers even more.

You can shop with 2000+ brand name retailers and to raise funds just use the links from the **easyfundraising** site first- it's that simple.

If you ALREADY shop online why not help our cause at no extra cost from purchases you would make anyway- e.g. donation rate for M&S is 2.5% of all you spend. DRSA will receive 2.5p for every £1 spent.

HOW TO RAISE FUNDS THIS WAY

- 1/ Google on to **easyfundraising.org.uk**
- 2/ Login using your user name and password and search on "Find a cause" for the Dartmoor Railway Supporters' Association. Once you have registered with us this should come up automatically in the future.
- 3/ Finally, click on any of the retailer links provided and then shop just as you would normally.

That's all you need to do – APART FROM REMEMBERING TO RETURN TO EASYFUNDRAISING EACH TIME YOU SHOP ONLINE.

Easyfundraising will then send total donations raised direct to the DRSA.

Just out of interest another Railway Association have raised over £2000.00 to date using this method.

Yes, you're right again, this article appeared in the last Pony. It is repeated once again to remind you all of this super way of raising funds

Rosie's Diary. Fine Canine Company

By Rosie



Santa Trains are now long distant, but did you hear of Santa's little helpers? Well I was his Helpful Hoover, in the Comfortably Carpeted Class. The Elves gave little children Biscuits. Then the little children decorated the carriage seats and carpet with crumbs. So I had a VERY IMPORTANT DUTY – to Hoover them up before they got squashed and ground in. Then we presented a clean train to the next party. I also shook a paw with many of our guests and they seemed suitably honoured.



Welsh Highland

Photo: T Baxter

This photo location was on a tour of duty on the Welsh Highland Railway at Plas Bodaden. The two legs spent all their time moving sleepers and putting in extra ones to prevent the curve from spreading. But I found the REAL cause – RABBITS!!! and, as you can see, I was on hand to

flush out the problem! I am now offering my services to Alan to assist with his DR track inspection.

Big Compliments go to my friend Peter who first introduced me to Markies (the best treats). He is a hardy seaman, but wilts under my critical gaze if he ever forgets them now. I am delighted to say that our new Ticket Officer, Preston, has graciously made a welcome space for me when there is a cold wind on the platform. It is pleasant to hear her softer tones wafting over the station from our tannoy.



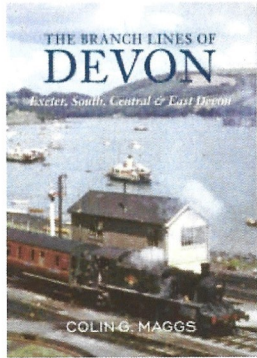
Photo: S Baxter

Finally I must mention that I have had some Fine Canine Company recently, albeit all too briefly. Some come seeking MY biscuits I am sure. However Merlin, well, he is in a sleek black class of his own. He appears a little diffident, but I feel sure he will soon respond to my beguiling squeaks and playful nips. You can spot him by his yellow fluorescent collar. Time now to stretch out on the hearth, and dream.



Photo: S Baxter

Book Review:



The Branch Lines of Devon
Exeter, South, Central and East Devon

Colin G Maggs

Published by Amberley Publishing
ISBN 978-1-84868-350-1

£16.99

Published in 2011, this is a soft cover revision of the edition published in 1995. Colin Maggs' photographs are well known to the railway enthusiast as are his books. This one covers the areas mentioned in the title looking to the old LSWR branch lines first. He gives a fairly detailed and well researched history of each line followed by a good range of interesting photographs. The old GWR branches follow after the LSWR and then he deals with the industrial branches of the area. Certainly a book that should be on your bookshelf if you are an enthusiast.

Dartmoor Railway
Stock List – November 2011

Owner:	Vehicle Type:	Vehicle Number:	Designation & (TOPS) Code:	Brake Type:	Heat:	Status:	Notes:	Other Info:
BARS	DEMU 205032	60150	DMBS (Class 205)	Air (TV) & E.P	Electric Own Supply	Under Repair & Repaint	Estimated Late 2011	Green Thumper
BARS	DEMU 205032	60877	TS (Class 205)	Air (TV) & E.P	Electric Own Supply	Out of use	Spares Donor - Not likely to be restored	Green Thumper
BARS	DEMU 205032	60831	DTCL (Class 205)	Air (TV) & E.P	Electric Own Supply	Under Repair & Repaint	Estimated Late 2011	Green Thumper
BARS	DEMU 205028	60146	DMBS (Class 205)	Air (TV) & E.P	Electric Own Supply	Out of use	Awaiting Finance for Restoration	Damaged Thumper
BARS	DEMU 205028	60873	TS (Class 205)	Air (TV) & E.P	Electric Own Supply	Out of use	Awaiting Repair for use in 205032	Damaged Thumper
BARS	DEMU 205028	60827	DTCL (Class 205)	Air (TV) & E.P	Electric Own Supply	Out of use	Awaiting Finance for Restoration	Damaged Thumper
BARS	Mk1 EMU SR 4CEP Phase 1 1957 Stock Refurbished	61743	DM50 (Class 411)	Air (TV)	Electric 240v Train Supply	In Service		Air brake 'Heritage Rake'
JULIAN	Mk1 EMU SR 4CEP Phase 2 1957 Stock Refurbished	70273	TSOL (Class 411)	Air (TV)	None	In Service		Air brake 'Heritage Rake'
JULIAN	Mk1 EMU SR 4CEP Phase 2 1957 Stock Refurbished	70508	TSOL (Class 411)	Air (TV)	None	Under Repair & Repaint	As time allows - Estimated 2012	Air brake 'Heritage Rake'
BARS	Mk1 EMU SR 4B1G Phase 2 1963 Stock	69332	TR5B (Class 421)	Air (TV)	None	Awaiting Repair & Repaint		Air brake 'Heritage Rake'

Handwritten notes:
 Green Thumper
 Spares Donor
 Estimated Late 2011
 Estimated Late 2011
 Awaiting Finance for Restoration
 Awaiting Repair for use in 205032
 Awaiting Finance for Restoration
 In Service
 In Service
 Under Repair & Repaint
 As time allows - Estimated 2012
 Awaiting Repair & Repaint

Owner:	Vehicle Type:	Vehicle Number:	Designation & (TOPS) Code:	Brake Type:	Heat:	Status:	Notes:	Other Info:
Heritage Stock (Continued):								
PRIVATE	Mk1 Ex RES Courier Coach	80225	Courier Van (NNX)	Air (D) & Vacuum	Electric 1000v ETH	In Service		Air brake 'Heritage Rake'
DRSA	Mk1 Brake Generator Coach (Lab 11)	34249	BUO - former BSK	Air(D) & Vacuum	Electric 1000v ETH	Awaiting Repair & Repaint	Estimated for Late 2012	Air brake 'Heritage Rake'
JULIAN	Pressed Steel DMU Centre Car	59520	TCL (Class 117)	Vacuum	Self Heated	In Service		Vacuum brake 'Heritage Rake'
DRSA	Mk2A First Comtdor Coach	13436	FK	Vacuum	Electric 1000v ETH & Steam	Under Repair & Repaint	Estimated for Late 2011	Vacuum brake 'Heritage Rake'
DRSA	Goods Brake Van	731411	LMS Brake Van (CAP)	Vacuum Through Pipe	Stove	In Service		Vacuum brake 'Heritage Rake'
??	Mk1 EMU SR 4CIG Phase 2 1953 Stock	62385	MBSU (Class 421)	Air (TV)	None	To be Advised		
??	Mk1 EMU SR 4CIG Phase 2 1953 Stock	76747	U1USOL (Class 421)	Air (TV)	None	To be Advised		
BARS Mk 2 Stock:								
BARS	Mk2 Restaurant First with Buffet	1213	RFB	Air (D)	Electric 1000v ETH	In Service	Former First Open no. 3419	Mk2f Air Con
BARS	Mk2 First Open	3353	FO	Air (D)	Electric 1000v ETH	In Service		Mk2f Air Con
BARS	Mk2 First Open	3387	FO	Air (D)	Electric 1000v ETH	Out of use	Spares Donor for Operational Mk2's	Mk2f Air Con
BARS	Mk2 First Open	3411	FO	Air (D)	Electric 1000v ETH	Out of use		Mk2f Air Con
BARS	Mk2 Brake Standard Open	9501	BSO	Air (D)	Electric 1000v ETH	Out of use	To transfer to Okehampton (static)	Mk2e Air Con

Page 2 of 6

Owner:	Vehicle Type:	Vehicle Number:	Designation & (TOPS) Code:	Brake Type:	Heat:	Status:	Notes:	Other Info:
Goods, Departmental and Other Stock:								
BARS	Ballast Hopper Wagon	DB983187	Dogfish (ZFV)	Vacuum	None	Out of use	Condemned from BR days.	Pulled Drawbar
BARS	Ballast Hopper Wagon	DB992929	Dogfish (ZFV)	Vacuum	None	Out of use	Wheel change required	
BARS	Bogie Rail/Sleeper Wagon	DB994xxx	Sturgeon Type A (YBA)	Air (D)	None	In Service		Rail / Ballast & Sleeper Wagon
BARS	Ballast Wagon	DB390133	Zander (ZKV)	Vacuum	None	In Service		Sand Wagon (used for Ballast)
BARS	General Materials Wagon	DB726277	Dace (ZCV)	Vacuum	None	Out of use		Condemned in BR days.
BARS	Ballast/Sleeper Open Wagon	DB924828	ex 30t Bogie Bolster E (ZCA)	Air (D)	None	In Service		Engineer's Wagon Rebuild using Bogie Bolster Underframe
AGGIND	22t Tank Wagon	DB999045	ex Esso Class (Esso no. 43711)	Vacuum	None	Out of use		Former Quarry Fuel Supply Wagon
DRSA	Goods Brake Van	LDS55625	Southern Railway Brake Van (ZTP)	Vacuum Through Pipe	Stove	Under Repair		Awaiting Parts
BARS	Galsmar G.P. Track Repair and Maintenance Machine	DR98303	TRAMM (ZWA)	Air (D)	None	Out of use		Awaiting replacement Gearbox
BARS	Wickham Trolley & Trailer	??	Engineer's Trolley Unit	Mechanical	None	In Service		
BARS	Mk3a Sleeper	10518	SLEP	Air (D)	Electric 1000v ETH	Out of use		Derelict
BARS	Mk3a Sleeper	10595	SLEP	Air (D)	Electric 1000v ETH	Out of use		Derelict

Page 3 of 6

Owner:	Vehicle Type:	Vehicle Number:	Designation & (TOPS) Code:	Brake Type:	Heat:	Status:	Notes:	Other Info:
Goods, Departmental and Other Stock (Continued):								
BARS	Mk1 EMU SR 4CEP Phase 2 1957 Stock Refurbished	61742	DMSO (Class 411)	Air (TV)	None	Out of use	Spares Donor for Heritage Air brake Rake	
BARS	Serco Test Coach (ex Mk1 SR 4TC Driving Trailer)	DB977335 (76277)	DTSO (Class 491)	Air (TV)	Electric Own Supply	Out of use	Former test coach with generator "Rocket"	
Mk3 SC Assoc.	Mk3a Sleeper	10611	SLEP	Air (D)	Electric 240v Shore Supply	In Use (Static)	Hostel Accommodation	Static at Meldon
Mk3 SC Assoc.	10t Covered Cement Truck	94691	CCT	Vacuum	Electric 240v Shore Supply	In Use (Static)	Hostel Kitchen & Lounge	Static at Meldon
BARS	Mk1 EMU SR 4BIG Phase One 1963 Stock	69310	TRSB (Class 421)	Air (TV)	Electric 240v Shore Supply	In Use (Static)	Meldon Buffet	Static at Meldon
BARS	Mk1 General Utility Van	E86443 (96212)	GUV (NXX)	Air (D)	None	In Use (Static)	Former 110mph Motorail Van	Static as Store/Workshop at Okehampton
BARS	Motor Car Ferry Van	DB889022	25t Ferry Van (VIX)	Air (D) & Vacuum	None	In Use (Static)	Converted to Tool Van	Static as Store at Okehampton
BARS	BR Fish Van Body	E87554	Blue Spot Fish Van - Ithen SPV (NRV)	None	None	In Use (Static)	Body & Underframe only	Grounded Store at Okehampton

Page 4 of 6

Owner:	Vehicle Type:	Vehicle Number:	Designation & (TOPS) Code:	Brake Type:	Heat:	Status:	Notes:	Other Info:
Locomotives:								
AGGIND	Diesel-Electric Shunting Loco	08937 (D4167) "Bluebell Mel"	Shunter (Class 08)	Air (D) & Vacuum	None	In Service	Limited Mel-Oke (Wheelsets)	
AGGIND	Diesel-Hydraulic Shunting Loco	"Flying Falcon"	Industrial Shunter	Loco Only	None	Under Repair	Yard Use only (No Train brakes)	Needs batteries and brake shoes
LEAR	Diesel-Electric Loco	47701 "Waverley"	Brush Type 4 (Class 477)	Air (D) & Vacuum	Electric 1000v ETH	In Service		
GOWIN	Steam Tank Loco	S103	Hudswell Clarke 0-6-0T	Vacuum	Steam	Under Repair & Repaint	Estimated for 2012/2013	

Page 5 of 6

Key and further information sheet**Designation and (TOPS) Code column**

The details and permutations of these are too complex to list in a simple key.
For further information go to the following pages:-

- British Rail coach designations
- British Carriage and Wagon Numbering and Classification
- Wagon details and TOPS codes

Brake Type column – Abbreviations

Air (TV) Air braked vehicle that has a Triple Valve (mostly ex SR DEMU and EMU stock)
Air (D) Air braked vehicle that has a Brake Distributor
E.P Air braked vehicle that has additional Electro Pneumatic braking system
Vacuum Vacuum braked vehicle
Vacuum (Through Pipe) Vehicle fitted with a vacuum through pipe. This enables it to operate in a vacuum braked train and allow continuity of the vacuum pipe throughout the train.
 May also contain a vacuum release valve..eg. Some types of Goods Brake Van.

Heat column

Own Supply Vehicle that generates its own supply or receives power from another vehicle within its set..eg. DEMU.
Electric
Electric 240v Train Supply Modified vehicle that can take power at 240v AC via another coupled vehicle or from a Generator Coach.
Electric 240v Shore Supply Modified static vehicle that can take power at 240v AC from a suitable external (shore) supply.
Electric 1000v ETH Electric Train Heat fitted vehicle that can take power at 1000v DC from an ETH fitted locomotive.
Steam Heated Vehicle with a system of generating its own heat via an oil fuelled heater.
Stove Steam heated vehicle via a piped supply from locomotive. Usually a steam loco but can be diesel.
Stove Good old pot belly stove. The ultimate environmental system (if fuelled by the railway's own wood supply)!

Page 6 of 6

WESTCOUNTRY MODELS

OKEHAMPTON RAILWAY STATION

Huge stock - all gauges

Die Cast • Crafts • Airfix • Scalextric

Large range of

THOMAS THE TANK ENGINE**01837 55330**

Mail Order available • Collectables • Gifts

Committee of the Dartmoor Railway Supporters' Association**Chairman:-** Dick Henrywood**Secretary:-** Philip Wagstaff**Treasurer:-** Christine Horner**Membership Secretary:-** Peter Flick**Joint Volunteer Coordinators:-** David Clegg, Geoff Horner**Dartmoor Railway Representative:-** Graham Isom**Committee Members:-** Peter Chapman (Publicity)
Peter Ritchie (Magazine Editor)

Printed by Ink Print
3, Station Road,
Okehampton
Tel: 01837 52937