



73134 at Meldon

Adam Cann Collection



73134 runs in to Okehampton

Adam Cann Collection

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SUPPORTERS'  
**DARTMOOR RAILWAY**  
ASSOCIATION

## THE DARTMOOR PONY

The Magazine of the Dartmoor Railway  
Supporters' Association

No.14

Summer 2012

£2.00



**Polar Express**  
**It's on its Way**

## The DARTMOOR PONY

Issue No. 14

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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:** Launching the Polar Express. Okehampton Mayor Michael Davies joins Ed Ellis and Santa (Mike Reynolds) at the launch of the Polar Express programme.

*Photo: D. Clegg*

### BACK COVER:

**Both:** In the days of ECT Class 73 electro-diesel takes part in a Diesel gala

*Both: Adam Cann Collection*

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**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:-

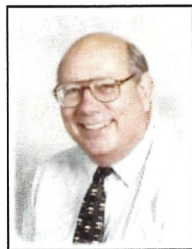
Dave Clegg :- 01626 867210

Geoff Horner :- 01363 82383

## **Editorial:**

*By Peter Ritchie*

Never begin an article or speech with an apology. That is what I was always taught. This time I can't help it, the Pony is very late. I can only plead that for a long time information was not forthcoming, the anticipated launch of the Polar Express eventually happened. We even have a publicity leaflet at long last. Not excuses, I know, more like reasons. On, then, with the editorial. As you will see, we now have a new General Manager in the shape of Roger Webster. Graham Isom has relinquished the reins and withdrawn to the Weardale Railway only. Most of us who volunteer or live in the Okehampton area and can visit the railway readily, will already have met Roger. If you haven't, please make yourselves known to him, he's a most approachable character. He has been a member of the DRSA for some time and has been volunteering to work in the Bulleid Buffet where he makes an excellent 'skivvy'. I jest, Roger's input has been very much appreciated by Mary and her hard-pressed staff.



Roger comes to us from that other 'Southern' railway, the Bodmin & Wenford railway. His experience there and extensive contacts in both the preserved and 'Big' railway have already proved useful to BARS. Lets hope that BARS will be good to their impoverished Devon railway down at Okehampton. Welcome Roger, we're delighted to have you and you can be sure of our backing.

On Wednesday 11<sup>th</sup> July, a ceremony was held at Okehampton railway station to announce the arrival of the Polar Express. There is a short report of this launch later in the magazine together with a reproduction of the press handout given out on the day (since it is a scanned copy of the handout, I can't alter the expression 'train station' to 'railway station' as I would wish to!!).

Thumper, despite a few coughs and splutters, has continued to be our mainstay on the railway. There have been occasions though when we have been unable to run trains because of a shortage of train crew.

We're sorry about this and the mechanics of the duty rosters are being re-vamped to create a much more user-friendly system

I have to put in a special word about Mary at the Bulleid Buffet. At times she has had to cope with seeming hordes of customers virtually overrunning the facilities. She has done so – and still comes back for more. Thanks Mary.

## **From the General Manager**

*By Roger Webster*



I have been a member of the DRSA for some years and usually manage to attend the monthly get together of supporters at 'The Fox and Hounds Hotel'; I was persuaded to apply for the post of G.M. so here I am!

I have only been in 'office' for a month but already have had to face a number of challenges and, although we are not running passenger trains at the moment in the week, it is surprising how busy each day can be!

I thought you might be interested in my background. I went to work at Paddington. B.R. Western Region when I was just 17 ; this was followed by 6 years as Traffic Manager on the Isle of Man Railway. I then came back to Dorset to run Ratio Plastic Models (a model engineering company) when my father died at the young age of 59. I got involved at the Bodmin & Wenford Railway in about 1990 firstly as a volunteer then latterly as G.M. I still assist at the B. & W. on certain days.

Although numbers are small, one of the main strengths of the Dartmoor Railway is the enthusiasm that comes from the staff and volunteers despite the limited operations of trains at present. We need to get lots more 'bums on seats' and this can only be done by big improvements in our advertising, marketing as well as offering a product that makes people WANT to visit our Railway. Improvements will not happen overnight but I can assure you that I will be doing my

best to achieve this. I understand the long awaited 2012 timetable leaflet will be available soon. We need to have the 2013 leaflet 'done and dusted' before the end of the year.

The excellent café we have at Okehampton run by Mary is the 'jewel in the crown'; I have taken off my jacket on a number of occasions to assist. If you enjoy meeting people and serving our visitors, Mary will be pleased to hear from you.

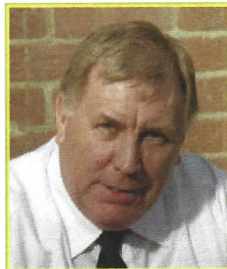
By now, most of you will know of the plans by BARS to operate special 'Polar Express' trains during November and December this year. A very considerable amount of finance is being put into this venture and I fully realise some of us have misgivings about this and that the huge efforts being put into the running of these trains could detract from improving our regular operations. However, I would urge you all to give your support to make this venture a success. On Wednesday 11<sup>th</sup> July, there was a press launch here at Okehampton with the Mk2 FO stabled in Platform Two suitably decorated.

I am always pleased to discuss ideas that any of you might have to get our Railway into top gear and my door is open for this and any other matter you need to talk about; at the same time, do let me know of anything that you are not happy about and I will do my best to 'get it sorted'.

Let's go forward together.

## **Thank You**

Well here I am again writing to you all through the magazine. I'm sorry for not being there in person because what I am about to write will be straight from the heart.



We are all going through new phases of the railway both north and south, with myself now the General Manager at the Weardale Railway and my replacement, Roger Webster, at the Dartmoor Railway. I

believe this is an excellent choice, having known him for some time, and I know that the railway at Dartmoor will be in a safe pair of hands for which I am grateful.

Circumstances prevent me from coming in person to say a 'BIG' thank you to all of you for all your assistance during my time as the 'Operations Manager' and 'General Manager' at the Dartmoor Railway. You always pulled out all the stops to create an excellent environment for the visitors and passengers that come to Okehampton station, and it shows.

Thanks to all will suffice, I hope, for if I was to name individuals someone would no doubt be missed. The groups that have been created, such as the 'C & W' (the Last of the Summer Wine Gang), the 'Station Maintenance Team', the 'Flower Fairies', the 'Meldon Model Railway Group', 'Catering Departments' and 'Operational Teams' show how far we have got organisationally. We must not forget that the well established preserved railways such as the North Yorkshire Moors and the West Somerset Railway all started off from such a small base, so you can see what can be achieved. Keep on with it for the rewards in the end are great - created by you all and for all in the future to enjoy.

When I begin to reflect on my first arrival at the Dartmoor Railway in August 2008, there were only 'Stone Trains' running I recall that we started by serving the public with refreshments through the buffet doors. Through hard work, those efforts created the conditions for the 'Bulleid Buffet' to fully re-open that year. On Good Friday 2009 your Dartmoor Railway service started up again, almost exactly a year after the previous closure. That was marvellous. I know I had tears in my eyes when passengers joined the first service in a very well turned out 'Thumper' that had been completely re-painted.

What can I say but thank you all, not only for being there to resurrect the railway, but for continually being there through both thick and thin. At times we climbed mountains to get the job completed. The most important thing for me in all that we carried out during my time

at the Dartmoor Railway is that of your friendship. It helped me to keep going and I very much appreciated it.

So, although I am 'Up North', my thoughts are of you and with you. My membership of the DRSA will be assured for the years ahead. Once again, very many thanks to you all.

Graham Isom

**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](http://www.dartmoor-railway.co.uk)

DRSA Website [www.dartmoor-railway-sa.org](http://www.dartmoor-railway-sa.org)

**THE RAILWAY:**

**General:**

The Dartmoor Railway has continued to run summer services with Thumper. There has been the odd occasion when Thumper has had difficulty maintaining the service but generally these have been few and far between. The worst problem encountered has been the cancellation of services due to the lack of train staff. To avoid complications and embarrassments, midweek trains have been withdrawn now leaving just Fridays, Saturdays and Sundays for operations. A new roster system has been introduced which should alleviate the situation in coming months. The current timetable is inside the back cover.

The timetable has been a bit of a problem in itself. The new brochure, complete with the summer timetable, failed to materialise until the end of July. The day was saved by the creation of a small folding timetable leaflet by Richard Proctor – very smart it was too. The production of the DR brochure will be taken in-house for next season so that it is hoped to have next year's ready early in 2013.

The Exeter summer Sunday trains have been running throughout the summer although this year the departure times have been altered away from the clock face hour by First Great Western. The first train is now 09.55 instead of 10.00. Others have changed to 2 minutes to the hour. Publicity for the train times published by the County Council had slightly different times creating some confusion amongst would-be passengers. Richard Proctor has been carrying out a survey of passengers catching the trains in to Exeter to see what percentage are using it for onward travel. Previous surveys have been taken down in the town where enthusiasm for the train might never translate into usage of the train!

The end of April saw a representative of Iowa Pacific, Debra Goodman, give a short notice presentation on the proposed Polar Express trains to a gathering of DRSA members and DR staff. She was

accompanied by Jo Brown and Mike Fairburn from BARS. The launch of the Polar Express took place in July and is covered elsewhere in the Pony.



The photograph on the left was taken during a visit to the station and shows:

Back Row:

Debra Goodman

Mike Fairburn

Jo Brown (sitting)

Dennis leWorthy

Front Row

Mary Trant

Keith Netherton

Richard Proctor

The Vintage vehicle rally in May was deemed a great success with the car park delightfully full of buses and cars some of which the editor recognised from the days of his youth (does that mean that he is 'vintage' I ask? – answers NOT required). It is amazing to see how much care goes into preserving these vehicles. Well done to all concerned. Photographs of the event appear later in the Pony.

N gauge model railway buffs were treated to the display of several show layouts on the platform on Sunday last. Sundays in summer are always the best for these displays because they are available for passengers on the Exeter trains to see.

The AGM, held in the Ockment Centre, was well attended with Mike Fairburn and Jo Brown providing a welcome presence from BARS. Bernard Mills gave a slide show about the Bodmin & Wenford Railway punctuated by his usual witty 'dits' and making useful comments about the state of the lineside vegetation from the photographers (and passengers) point of view.

## Carriage & Wagon Group News

*Geoff Horner, Joint Volunteer Co-ordinator*

The group are now concentrating on a quick refurbishment of No.9051 the ex First Great Western Mk2 Brake Standard Open. Many will recall that this was the carriage used three or four years ago for the filming of an episode of the ITV comedy drama series 'Doc Martin' (Series 4, Episode 5 'The Departed' first shown 18<sup>th</sup> October 2009 for those who may wish to look at it again).



Since then time and the Dartmoor weather have not dealt kindly with 9051 and its external

condition had deteriorated to the point where it was beyond repair for use in passenger service. It had been hoped that the holes and rusted areas in the external fabric could be repaired to a standard which would allow it to be moved down Platform 1 at Okehampton where the large brake compartment would serve as a DRSA store and the



open seating area as a DRSA 'clubroom.' However as work progressed it became apparent that the condition was worse

than thought and that it could not be economically bought up to a standard where it could be on public display at Okehampton.

Consequently it is now having a very cosmetic facelift externally, principally to fill in the numerous holes (some of which were quite large and had lead to serious rust attack on the body framework) and make it weather tight. This has now progressed to the point where the worst areas have been treated and given an initial coat of primer.

The next stage will be to apply a coat of primer after which a top coat of the dark blue (previously applied to one side of the carriage to hide the First Great Western livery for the 'Doc Martin' filming) will be applied to both sides. When this is done the vehicle will be moved to a siding behind the East end of the C & W shed at Meldon where it will remain. The large brake area will then be available to provide much needed space for the storage of carriage spares whilst the seating area will serve as a Mess Room for the C & W group.

Once again we cannot let an edition of the 'Pony' go out without including an appeal for **C & W VOLUNTEERS**.

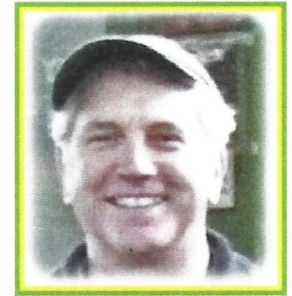
New members to the group would be most welcome to keep flourishing and help to secure the future of the servicing and refurbishing of the railway's coaches and other vehicles. No special skills are needed apart from a normal DIY level of handling drill, hammer and screwdriver although the possession of electrical or mechanical skills would not go amiss. One area where we are particularly in need of additional assistance is that of carriage fitter with the knowledge to work on our Mark 1 and Mark 2 vacuum and air braked stock.

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.

## DRSA – Stations Maintenance Team Report – Summer 2012

*By Tom Baxter, SMT Co-ordinator*



The jobs the team have undertaken in the past few months have been many and varied. We mentioned the portable shed in the last issue. This has now been erected and stands resplendent in the Smoking Area next to the Footbridge Lean-To building. We alluded to the rather complex instructions. On completion of the shed there were a rather large number of surplus screws and washers which is always rather worrying and tends to suggest something may not be fully attached. However, the building is still there and has weathered a number of severe storms thus far courtesy of the excellent Okehampton summer! So, hopefully, we can now assume the manufacturers were just a tad over generous with the amount of parts supplied.

The Gents toilets at Okehampton are now fully repainted. Our thanks to Stan Agar for completing this work. The quality of finish on the entrance door is superb. Almost a mirror glaze. The Meldon toilets/Booking-On Point have received an external repaint courtesy of Dave Matthews and are looking very fine in white, green and black. The footbridge steps and walkway at Okehampton have had a general clean up and pressure wash. The step edges have been repainted to make them more visible. Other minor painting tasks have been undertaken. It is a continuous process but we hope we are catching up on some of the backlog.

Some will be aware that the upside running-in board on Platform 3 has been missing since the beginning of the year. No, not missing as in "stolen" but rather as in "disintegrated". It literally was blown to pieces in the New Year storms but we fortunately managed to remove the name sign before the board's final demise. The remnants were not worth salvaging as the woodwork was completely rotten. So it has needed a complete new board to be made and it is over 8 feet long!

Again our homeworke member, Simon, has come to our aid and a new sign is now manufactured and in position. As a gesture of his confidence he pre-drilled all three main bolt holes prior to arriving on site. Two to go through the name board posts and one through the concrete lamppost mid way between. I have to say I was amazed when, after a minor shuffle, all three bolts slid through with ease. Obviously a man who takes his measurements precisely and not like some of us who cut a piece of wood only to find it is too long and then cut it again to find it is too short!

The GUV van on Platform 1 now has an information leaflet in one of its windows to inform visitors of its history. Thanks to Paul Martin for preparing that and it is our intention to do similar for the Ferry Van in due course. An item also to note on the GUV is a bird box. This is most definitely not an original BR fitment but those who remember us describing its refurbishment last year will also, maybe, recall that we mentioned the birds that used to nest in a hole in the bodywork at one end. Our repairs after their departure led to that site being denied for this year but a generous donation by a notable bird box manufacturer in Northlew has ensured that improved facilities are now provided. The good news is they have already been used and a least one family of blue tits have fledged so far. At the present time we also have a blackbird family nesting somewhere under the GUV as mother blackbird has been seen heading to and fro with tasty morsels for her brood.

Further donations of display items have been received for the Museum. John Caesar has kindly taken on the role of Museum Curator and is busy listing the items we have and working through how best we can improve the displays. We have also established a contact with Okehampton Museum and we are interested in older photos of the station and railway operations locally to help improve our displays. I am sure John would be pleased to hear from others who might have items of interest.

We would also like to say thanks Margaret Bond for the generous donation of tools from her late husband Mick's collection. These have

now gone into use with us and some have also gone to Carriage and Wagon for their use at Meldon.

*Editors note:*

*The Post Office barrow described in the last issue of The Pony was very kindly donated to the DRSA by Mrs Christine Murray, widow of Keith Murray. Thank you very much Mrs Murray for the barrow. It really does look splendid now.*

### **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.

### **The Polar Express**

*From our Special Correspondent, David Clegg*

Wednesday 11th July saw the Press launch for the forthcoming Polar Express at Okehampton station. Dartmoor Railway Mk2 FO No 3353 was used for the event and in addition to representatives from the press and BARS management, those present included the mayor of Okehampton Michael Davies, Devon County Councillor Christine Marsh, and a number of pyjama-clad primary school children (with parents). Father Christmas also made an early appearance! Ed Ellis, president of Iowa Pacific Holdings, and Joanne Brown BARS (UK) Marketing Manager handled the launch and questions. Polar Express is scheduled to run on selected dates from November 19th with up to two evening trips of an hour. As an observer on the day (and recipient of a free (half) cup of cocoa and a 'cookie') it was pleasing to hear Ed Ellis refer to DRSA as well as Dartmoor Railway itself.

The Press Handout features on the next two pages



Read all about it here – The Polar Express initial publicity leaflet at its launch



**Contact:**

Joanne Brown | Marketing Manager  
 Office: (01388) 526203 | Mobile: 07887 591628  
 Email: [jbrown@britamrail.com](mailto:jbrown@britamrail.com)  
[www.dartmoor-railway.com](http://www.dartmoor-railway.com)

**FOR IMMEDIATE RELEASE**

July 11, 2012

**THE POLAR EXPRESS™ PULLS INTO THE UK WITH AN EXCLUSIVE HOLIDAY TRAIN RIDE; EXPERIENCE THE MAGIC OF THE STORY!**

(Okehampton, Devon)—The enchantment is about to unfold for UK families. The Dartmoor Railway, in its inaugural season, is your host for a first-time-ever to this country magical train trip that will bring The Polar Express famous story alive for children and their families. The adventure begins on **November 19th**, with selected dates running until December 29th, 2012. Tickets go on sale now and early-bird reservations will ensure they get their first choice of dates and times.

The Polar Express train makes a mystical round-trip journey to an extravagantly built North Pole just for train passengers. The characters of the story come to life with the conductor punching away at the kid's golden tickets, chefs dancing and delivering hot chocolate and cookies, and the doubting hobo wandering through the train. The story is read aloud and the music from the movie plays for everyone to sing along.

At the North Pole, Santa anxiously awaits the children amongst the sparkling lights of his little city and climbs aboard with his dozens of cheerful, singing elves and a classic silver bell for all the believing boys and girls. The return trip is full of holiday cheer with Santa meeting each and every child, festive caroling with Santa's elves, and all the characters magically bringing the story to life.

"We are honored to bring The Polar Express train experience exclusively to the UK," stated Ed Ellis, President of British American Railways. "We have produced this event in America for several years and have learned how the hit movie's popularity impacts the ride's popularity and fun."

The Polar Express is approximately a one-hour round-trip departing at either 5:00pm or 7:30 pm from Okehampton train station located at Station Road, Okehampton, Devon. EX20 1EJ. Children are encouraged to wear their pyjamas to keep in the spirit of the story, and special Polar Express PJ's will be available at the station gift shop. Passengers in the first class seating will also receive a commemorative Polar Express mug to take home.

There are two levels of seating available to accommodate everyone's tastes. Riders in the railway's quality standard class carriages enjoy comfortable seating, tables and great views; riders in first class carriages will enjoy extra spacious seating and tables with large panoramic windows.

For specific dates, pricing information, and to purchase tickets, visit [www.dartmoorpolarexpressride.com](http://www.dartmoorpolarexpressride.com) or call 00 1 877 790 7450

The facts and figures:-



**The Polar Express™  
 on the  
 Dartmoor Railway  
 FACT SHEET**

**Dates of Operation:** November 19, 21-26, 28-30  
 December 1-3, 5-10, 12-23, 27-30

**Departure Times:** 5:00 p.m. / 7:30 p.m.  
 (some nights have only one departure at 5:00 p.m.)

**Location:** Dartmoor Railway  
 Okehampton Station  
 Okehampton  
 Devon  
 EX20 1EJ

**Highlights:**

- Kids are invited to attend in pyjamas
- On-board performers bring the tale to life
- All guests enjoy cookies, hot chocolate and caroling and a reading of the tale during the trip
- First Class guests receive commemorative mug
- All children receive the infamous "Silver Bell"
- Santa boards the train at the North Pole to greet passengers

**Prices:**

	Coach	First Class
Adult	£ 20	£ 35
Child (ages 2-12)	£ 15	£ 25
Lap Baby (age under 2)	£ 0	£ 5

**Buying Tickets:** Online – [www.DartmoorPolarExpressRide.com](http://www.DartmoorPolarExpressRide.com)  
 Phone – 01388 526203

**Contact:** Joanne Brown, Marketing Manager  
[jbrown@britamrail.com](mailto:jbrown@britamrail.com)  
 01388 526203  
 07887 591623

**About the Dartmoor Railway:**

Dartmoor Railway is set in the beautiful countryside of Mid-Devon and North Dartmoor with the Dartmoor Railway. Now a Community Interest Company, the Dartmoor Railway forms part of what was once the route of the famous Atlantic Coast Express. Okehampton Station has and ambience of the 1950's after being extensively restored and Meldon Station, the highest railway station in southern England, offers stunning views of Dartmoor and access to the Meldon Viaduct. The route of the Dartmoor Railway is part of what was once the Southern Railway main line from London Waterloo to Plymouth and North Cornwall. When many of the lines in the South West were axed in the 1960's, this particular stretch of line was kept open to transport ballast from Meldon Quarry for use on all parts of the British Railways Southern Region.

Dartmoor National Park and RMS Locotec formulated the concept of the Dartmoor Railway. The concept was to create a Community Railway that would enable visitors to access and enjoy the National Park without the use of a car. In 2008 the Dartmoor Railway was acquired by Iowa Pacific Holdings.

**The Vintage Car Rally, Photos by Richard Proctor:**



Early morning and the car park is empty of all except the vintage buses



Some time later and the scene is transformed

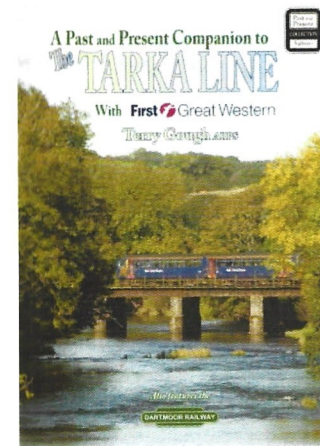


One of the architects of the gathering – DRSA member André Farmar and his better half

A small selection of the visitors



**Book Review:**



**A Past and Present Companion to the Tarka Line**

Terry Gough

*Paperback, 128 pages, extensively illustrated throughout.*

*Published 2011 by Past & Present Publishing Ltd. of Kettering.*

*ISBN 978-1-85895 270-3*

*£17.99*

This is a substantially revised edition of the *Past and Present Companion to the Tarka and Dartmoor Lines*, first published in 1998, but don't let the modified title fool you. While the new title removes explicit reference to the Dartmoor line, it is still there, albeit almost as an afterthought – “also features the Dartmoor Railway”. In fact the Dartmoor section itself has been expanded from 21 to 35 pages and it is a real treat. With many photographs this reviewer has not seen before, the book turned out to be a great find (picked up in the tearooms at Crediton station, well worth a visit). Yes, the bulk of the volume comprises the usual assembly of photographs with relatively little formal text, but the captions are extensive and highly informative (and mostly dated), and there are extra titbits in the form of luggage labels, tickets, and leaflets. I loved the section on Meldon Quarry, and also felt just a slight quiver of pride seeing three images of our much-loved Thumper!

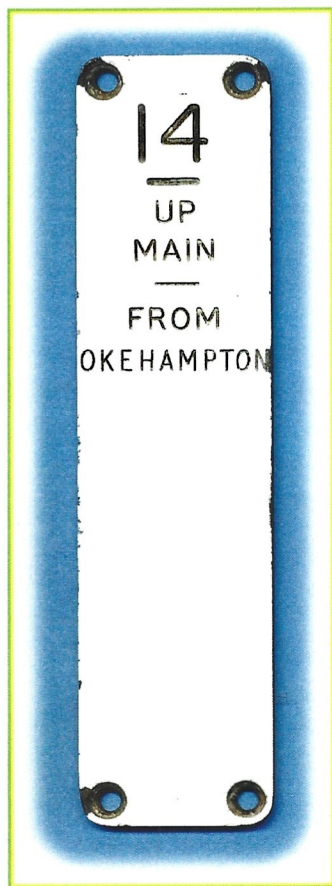
All in all an enjoyable, nostalgic and valuable read. Well worth adding to any Devon railways bookshelf.

RKH

## Puzzle Corner – A Result!

by Dick Henrywood

Back in the Dartmoor Pony issue 11 (Autumn 2011) I illustrated a signal lever plate, numbered 14, which was used for the Up Main from Okehampton (image repeated here). I did subsequently receive a couple of suggestions which made little progress, but following a discussion with active signaller Graham Bowden we now know the origins of the plate. Graham tells me:



*Lever plate 14 came from Crediton signal box. When Coleford Junction signal box closed on 17 October 1971 and it ceased to be a junction, Crediton layout was altered and became the junction for the Barnstaple and Okehampton lines which became independent single lines from Crediton. A new trailing cross-over was installed and lever 14 (which previously operated a ground disc) was altered and became the up main (points) from Okehampton.*

Does anyone else have railway-related puzzle pieces to test us?

### Notice

On completion of services on Saturday 25<sup>th</sup> August, there will be a Barbecue (BBQ) for all Working Volunteers and Staff.  
It is hoped to incorporate a trip in Thumper down to the boundary with Network Rail

## Annual Report 2010-2011

*Presented by Dick Henrywood, DRSA Chairman, at the Annual General Meeting held at the Ockment Centre on 26 May 2012*

The Committee members were introduced to the meeting and thanks were expressed to our previous General Manager (Graham Isom), to John Wills who had left his post as a Duty Manager, and to several other members and staff who had contributed in various ways throughout the year.

Progress on rolling stock was reported, including the acquisition of a BR(S) Brake Van (processed in the previous year), the donation of a Mk.2 FK by Tracy Lear (now extensively restored), the purchase of Mk.1 BUO Laboratory 11, and the donation and restoration of a fine Post Office Trolley now resplendent at Okehampton Station.

During the year we were hit by the unavailability of our Thumper unit due to maintenance problems but continued to run a virtually normal service, albeit truncated to Meldon only, using the Class 08. We had the usual Sunday Rover service through the summer but also several special events including visits by two railtours (the highlight being steam at last in the form of 70000 “Britannia”), a week of FGW units based at Okehampton due to partial closure of the Tarka line, a revenue earning birthday train, skid-pan training for FGW, and a FGW Farewell Tour for the 142 Pacers. We also ran our usual Santa Special trains although these were somewhat curtailed due to limited traction availability. More recently we were delighted, and relieved to welcome Thumper back into service.

On the social front we had a member’s evening in August, and a very successful cream tea event in March which we hope to repeat in the future. We also added some social evenings in Tedburn St. Mary.

The meeting was informed about various other activities including the status of Okehampton East, the prospects for an Okehampton to Exeter service, and DRSA contributions to an Okehampton Town Council initiative to encourage development of the railway.

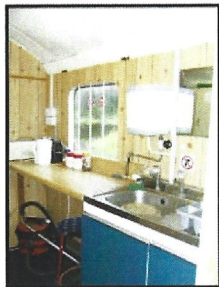
On the financial front we reported the success of our sales of railway related books and greetings cards (and asked for further donations of books and any other railway material), and noted other successful fund-raising efforts, particularly from the Okehampton United Charity, but also from sources such as the Waitrose good causes collection, and the Easy Fundraising website.

The meeting also received a presentation from Mike Fairburn and Jo Brown on behalf of BARS.

### 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. Whilst there will be no formal charge for use, a donation towards the upkeep of the vehicles would be much appreciated.

Further information can be obtained from:  
 Dave Matthews on 01579 362343 (mob: 07926 381803) or  
 David Clegg on 01626 867210



#### DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2012

##### RECEIPTS AND PAYMENTS ACCOUNT

	Unrestricted Funds	Designated Funds	Restricted Funds	Total for 2011/12	Total for 2010/11
<b>Receipts</b>					
Membership	5014 00			5014 00	5702
Donations	2098 38			2098 38	2879
Pony Magazine	168 00			168 00	434
Cards, books and other sales	1985 14			1985 14	752
Bank interest	1 51			1 51	7
Coach Appeal		20 00		20 00	2198
Tombola stall					210
Okehampton United Charities grants			11237 75	11237 75	1328
	<u>9267 03</u>	<u>20 00</u>	<u>11237 75</u>	<u>20524 78</u>	<u>13510 00</u>
<b>Payments</b>					
Stationery and postage	1023 57			1023 57	1318
Pony Magazine printing	2877 00			2877 00	2404
Carriage, Wagon and Station refurbishment costs	1184 08			1184 08	1490
Capital purchases, including Mark 2	122 00	2218 00		2340 00	2714
Transport (Lab 11 Coach)	1662 00			1662 00	2693
Model Railway purchases	932 90			932 90	206
Cards and books for resale	206 60			206 60	590
Web-site creation	570 00			570 00	0
AGM, administration and Examiner costs	64 34			64 34	73
Miscellaneous Expenses	83 30			83 30	190
Donation					500
Okehampton United Charities expenditure			10390 75	10390 75	2181
	<u>8725 79</u>	<u>2218 00</u>	<u>10390 75</u>	<u>21334 54</u>	<u>14359</u>
<b>Excess of Receipts over Payments</b>	541 24	-2198 00	847 00	-809 76	-849
Transfer/Adjustment between funds	-6 40		6 40	0 00	
Bank and cash balances at 1st April 2011	9924 86	5715 00	-853 40	14786 46	15635
Bank and cash balances at 31st March 2012	<u>10459 70</u>	<u>3517 00</u>	<u>0 00</u>	<u>13976 70</u>	<u>14786</u>

##### Analysis of Designated Funds

Yeoford	1517 00	1517
Water Tower	2000 00	2000
Coach Appeal	0	2198
	<u>3517 00</u>	<u>5715</u>

##### STATEMENT OF ASSETS AND LIABILITIES

Bank and cash balances	13976 7	14786
Assets retained for Association's use:		
Brake Van (February 2011)	1900 00	
FK Coach	8000 00	
LAB11 Coach	9840 00	
Brake Van	3000 00	
	<u>22740 00</u>	

*Home*

##### INDEPENDENT EXAMINERS REPORT ON THE ACCOUNTS OF DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2012

The trustees are responsible for the maintenance of accounting records and the preparation of accounts. An audit is not required.

My examination was carried out in accordance with the general directions towards community and supporter organisations as set out by the Charity Commission. An examination includes a review of the accounting records kept by the Association and a comparison of the accounts with the records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from trustees (particularly the treasurer) concerning such matters. The procedures undertaken do not provide all the evidence that would be required in an audit, and consequently no opinion as to whether the accounts present a 'true and fair' view and the report is limited to those matters set out in the statement below.

In connection with my examination no matter has come to my attention which gives me reasonable cause to believe that in any material respect, that requirements for the keeping of proper accounting records and the preparation of accounts have not been met.

*Michael White*  
 Michael White FCA  
 Chartered Accountant

## Great Britain V – April 2012 – Part I

By Peter Ritchie



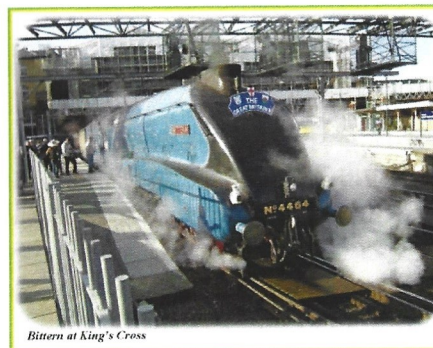
Ever since Richard and Judy Proctor travelled on the Great Britain II in 2009 (Pony issues 3 and 4) I have been wanting to do the same journey. The opportunity arose when I was bequeathed some money by my brother specifically for a train trip – it was too good to miss. My sister-in-law, who lives in Canada, approved of my choice and I invited her to join me for the expedition. She readily agreed and now, I have to report, she is a steam railway enthusiast of the highest order. I duly booked our seats in Premier Class. – Silver At Seat Service. We would stay overnight at comfortable 3\* plus hotels.

The promised itinerary was as follows:

- Day One: King's Cross to York behind A4 Bittern  
York to Edinburgh behind Britannia Oliver Cromwell
- Day Two: Edinburgh to Inverness behind Royal Scot class Scots Guardsman
- Day Three: Inverness to Kyle of Lochalsh behind Class 5 45305  
Mallaig to Fort William behind K4 The Great Marquess
- Day Four: Fort William to Glasgow behind The Great Marquess
- Day Five: Glasgow to Stranraer and return behind 2 Class 5s  
45305 and 45407
- Day Six: Glasgow to Preston via Dumfries and the Settle and Carlisle line behind Princess Coronation class Duchess of Sutherland
- Day Seven: Preston to Bristol via the Welsh Marches route behind Oliver Cromwell
- Day Eight: Bristol to Penzance behind Battle of Britain class Tangmere and Oliver Cromwell. Return behind Class 47
- Day Nine: Bristol to Gloucester and Paddington Castle class 5043

So, we duly departed from King's Cross at 0816 behind Bittern. The

loco looked in fine fettle as it awaited our departure. As we left, the catering staff came out with the champagne breakfast and a



Bittern at King's Cross



Some of the catering crew

copy of the breakfast menu is shown below. Nowonder I put on half a stone in weight by the end of the tour! Of course, there is one disappointment with a trip of this kind – you never get to see the train from a lineside perspective. That is soon

overcome by using Youtube where any number of lineside photographers will have posted their videos!

There is something almost lovely and decadent racing through the countryside at 75 mph behind a steam engine whilst supping Buck's Fizz and eating a large English breakfast. You can hear the roar of the engine and almost feel the efforts of the footplate crew whilst you leave a steamy smoky trail behind you. All the enthusiastic afficianados were carefully timing the run using GPS – a far cry from the old stopwatch. York was reached

Bucks Fizz on departure

Breakfast

Choice of

A trio of Melons served with a Natural Greek Yoghurt toasted flaked Almonds and drizzled with Honey

Corn Flakes, Muesli or Scotch Porridge with Cream

Great British Grill

Grilled Back Bacon, Cumberland Sausage, Fried Button Mushrooms, Grilled Tomato, Hash Brown Potatoes, Baked Beans, fried Bread and Fried Eggs

Grilled Manx Kippers

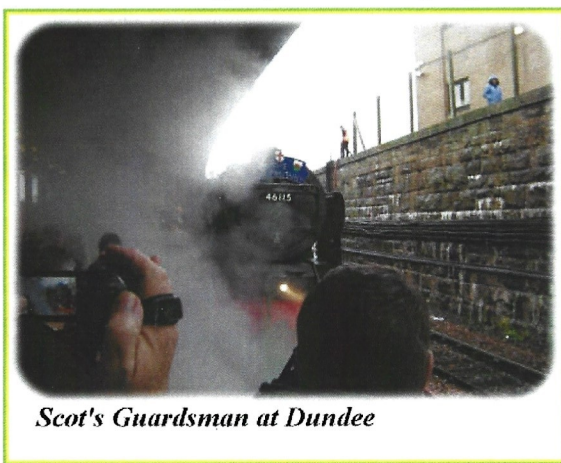
Bakery Basket

White and Wholemeal Toast, Croissants, Chocolate Brioche served with Marmalade, Preserves and Honey

Selection of fine Teas and Coffee from Columbia

on time and there we changed engines. Bittern was replaced by Britannia Class 70033 Oliver Cromwell. Whilst the engines were being changed there was time to race over to the National Railway Museum. This is always well worth visiting when you are in York. The weather had turned somewhat inclement as we boarded the train again and set off northward to the sound of the Brit's chime whistle. All the sights were there to see as we continued northwards. We stopped for water near the Angel of the North before continuing on into Scotland. We were due for a fairly late arrival in to Edinburgh so we had to have dinner on the train – "what a shame" I hear you say. We reached Edinburgh Waverley just after 2100 and were soon ensconced in comfortable hotels in the city. I had arranged with some friends who live in Auld Reekie to come and meet us for drinks and the evening was passed in convivial company.

The following morning was an early start and breakfast was again served on the train although there was no Buck's Fizz this time. Our locomotive for the second day was 'Royal Scot Class Scots Guardsman. To get past out-of-gauge tunnels we had to use the



Scot's Guardsman at Dundee

Edinburgh suburban line so we set off in an easterly direction to run around the south of the city to avoid the Haymarket tunnels on the main line. We rejoined the main line to the west of Haymarket and headed up towards the magnificent Forth Bridge. We were soon pounding along the coastal route of

Fife until we reached Thornton Junction where the train was divided in two. We remained with Scots Guardsman whilst the other half were hauled away by The Great Marquess to head for Fort William. Our engine put up a most impressive performance and sounded in top form. We stopped for water at Aberdeen before carrying on to Inverness *(To be continued)*

## Rosie's Diary. A Scholarly Actress

*By Rosie*



Do you remember the weekend before Ten Tors in May, when the moor was awash? The 2 legs took me for an amazing walk beside the West Okement below Meldon Viaduct. We could just follow the bank of the river and up the Red-a-Ven brook. But where was my pool, where I play sticks? Instead of gentle dark water there was a huge mass of white frothy stuff and I stood well clear.

After all the Saxons called it the Ocment (Swift River) and I suppose this is what it would always have looked like after heavy rain before the Meldon Reservoir was built in 1972. Now it only rages for a couple of hours after the reservoir overflows the dam. Good thing too as I wouldn't be able to play safely in the water so often. Incidentally, Ian Brooker, our Dartmoor Ranger, keeps a good eye out for rubbish in the river. My 2 legs pulled several glass bottles out, some already smashed, then Ian went back and cleared out many more. That keeps my paws and children's paws safe, when we do our summer paddling.

Two weeks later and Mrs Edwards was telling us about her heavenly walk amongst the May Blossom. She has to get out each year and have her fix of the wonderful scent on a still, warm day. She recommends going down from Meldon Buffet, under the viaduct, across the road along the footpath, up over all the limestone spoil heaps and over towards the Red-a-Ven. It is good to meet others who have such a fine scenting sense.

You know it's good to get chatting to people over a bit of biscuit or even while hoovering up the crumbs. I learn a great deal. 2 legs and their 4 legs are now kept safely away from the railway by a fence. However there used to be a terrace of 12 houses for the quarry workers above the buffet by the conifers, until 1993. I learnt that from Brenda Cornwall who used to live in number 11. She and the family had official permission then to walk along the track part way from Okehampton, some even cycled, to get home. The track up to the cottages from Betty Cottles wasn't good so she used to leave her

bicycle in a bike shed before walking up a path and then up lots of steps.

I must not forget to mention that I enjoyed a visit to Margaret Bond to help pick up some tools that she has kindly passed on to us from her husband Mick. As I sniffed round the garage I picked up his scent and thought of the special biscuits he used to bring me. He was a real gent.

The picture is enclosed because I thought you would want to understand my trials and tribulations away from the railway. My 2 legs have an idea that I am beautiful enough to win a rosette at a dog show. I don't

think so. I dismissed the first judge with a growl when he tried to look at my teeth. That was just too personal.

Here you can see that, after my pep talk, I am not convinced about going in to the



second show. I even lost hair with the worry of being about to enter the ring. I studiously ignored the second judge and then disrupted the run round the ring by lying down half way and making everyone else do a detour.

After all, I had earlier chosen my spot for the day in a cream tea tent. I only left it under duress, when my front paws were lifted up and I was walked out on my hind legs. When the heavy rain came at the end of the show I sat in the middle of the Dartmoor Railway information gazebo. It had been kindly put up for me by Geoff and Christine Horner (with Scoobie). Alternatively I strained my lead to join the fine eagles on display next door, but was restrained with shouts of "they'll have you for dinner!"

Finally, a word about the new GM. He has graciously spoken to me and learnt my name. He too has a four legs, Bracken, and therefore, because he has the calming influence of a canine in the family, he is likely to be a good chap.

### Calendar of Events:

Friday 24<sup>th</sup> August

Murder Mystery Evening on the Platform.

Starting at 1900 and includes a pasty supper – wine, beer and soft drinks available

Saturday 25<sup>th</sup> August

Volunteers BBQ and social evening at the station Trip to NR boundary and return

Friday 7<sup>th</sup> September

Murder Mystery Evening on the Platform

See above

Friday 14<sup>th</sup> September

Jazz, Beer and Fish & Chips evening. The band will play on the platform for ~ 50 minutes. Thumper to Meldon and return to Oke for fish & chips and more music then towards Coleford Junction and return

Saturday 22<sup>nd</sup> September

Fings Ain't What They Used To Be. The evening will include a buffet.

Please spread the word about these events. Notice is very short for the first Murder Mystery so bring your friends along.

# WESTCOUNTRY MODELS

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Huge stock - all gauges

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Large range of

**THOMAS THE TANK ENGINE**

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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 Ritchie (Magazine Editor)  
Peter Chapman  
Sue Baxter

### DARTMOOR RAILWAY

#### DAYS OF OPERATION - SUMMER 2012

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
June																
July																
August																
September																
October																

#### TIMETABLE - GREEN DAYS

Service	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr
SAMPFORD COURTENAY			10:55				13:35				15:35					
OKEHAMPTON			11:07				13:47				15:47					
OKEHAMPTON	10:00			12:00			14:00				16:00					
MELDON QUARRY		10:10		11:30		12:10		14:10		14:50		16:10				
MELDON QUARRY		10:20		11:40		12:20		14:20		15:00		16:30				
OKEHAMPTON		10:30		11:50		12:30		14:30		15:10		16:40				
OKEHAMPTON		10:40				13:20				15:20						
SAMPFORD COURTENAY			10:52			13:32				15:32						

#### TIMETABLES - RED DAYS

Service	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr
OKEHAMPTON		10:10		12:10		13:20		14:10		15:10		16:10		17:10		
MELDON		10:20		12:20		13:30		14:20		15:20		16:20		17:20		
MELDON		10:35		12:35		13:40		14:35		15:35		16:35		17:35		
OKEHAMPTON		10:45		12:45		13:50		14:45		15:45		16:45		17:45		
OKEHAMPTON	dep		09:55	arr	11:58		14:00	arr	15:56		17:59					
SAMPFORD COURTENAY			10:02		12:05		14:07		16:03		18:07					
CREDITON			10:25		12:28		14:30		16:26		18:30					
EXETER ST DAVIDS			10:35		12:38		14:41		16:37		18:41					
EXETER CENTRAL			10:39		12:42		14:44		16:40							
ST JAMES PARK			10:41		12:47		14:47		16:43							
ST JAMES PARK	dep	09:01		11:00		13:03		15:03		17:02						
EXETER CENTRAL	dep	09:04		11:03		13:06		15:06		17:05						
EXETER ST DAVIDS	dep	09:08		11:07		13:10		15:09		17:08						
CREDITON	dep	09:18		11:17		13:21		15:20		17:19						
SAMPFORD COURTENAY	dep	09:44		11:41		13:45		15:44		17:43						
OKEHAMPTON	arr	09:51		11:49		13:53		15:51		17:50						

#### MELDON SERVICES

#### EXETER SERVICES

These services are operated by First Great Western on behalf of Devon County Council.