



SUPPORTERS'
DARTMOOR RAILWAY
ASSOCIATION

THE DARTMOOR PONY

The Magazine of the Dartmoor Railway
Supporters' Association

No.17 Spring/Summer 2013 £2.00



Dartmoor Explorer
Clan Line visits
Chemin de Fer du Dollar

The DARTMOOR PONY

Issue No. 17

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

FRONT COVER: 47735 and 31190 await departure from
Okehampton on 3rd June

Photo: P Wagstaff

BACK COVER:

Top: Dartmoor Explorer

Photo; P Wagstaff

Bottom: Dereliction at Meldon

Adam Cann Collection

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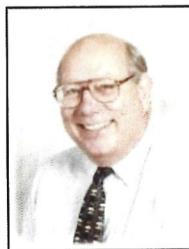
**Whether cantankerous old curmudgeon,
Or hyperactive whelp,
The thing your railway wants the most,
Is a little bit of help!**

To volunteer on the Dartmoor Railway
please contact:-

Jon Kelsey – 01363 774188
Geoff Horner :- 01363 82383

Editorial:

By Peter Ritchie



The overriding aim of my editorials over the past few years – yes, it is years – has been to attempt to maintain a positive outlook whatever may be happening or, perhaps, not happening. As you can well imagine, this is quite difficult under the present circumstances with the current moratorium on services to Meldon. I deliberately do not call them heritage services because the remit, I believe, is to provide services with whatever stock we have. That is the point, the Dartmoor Railway should be providing a SERVICE to Meldon Viaduct to enable the public to get up to Dartmoor without having to use their cars and, yes, we would wish to use Heritage stock if at all possible. On Sundays this service is augmented by the Exeter service of First Great Western. The lack of this service is affecting all income streams to the company: there is no money coming in from the train services; Okehampton buffet is not receiving the income from train passengers that it ought to be taking; Meldon buffet cannot operate without electricity and railway access. I have to admit that I cannot understand the reasoning behind the decision to stop the Meldon services when it appears that, under normal conditions, they would be making money for the Company overall. Furthermore, one of the spin-offs from the Polar Express was the determination of our PE customers to come back during the summer to ride the rails in daylight. All this goodwill is now ditched unceremoniously and it will be difficult to recapture it. On the positive side, this current situation is actually bringing forward MORE volunteers as you will see from David Clegg's report. The Station Maintenance team is still at it as are the Bulleid Buffet volunteers at Okehampton. Each week Allan and Andy are joined by volunteers to assist in keeping the trackside undergrowth in check. Don't forget that we went through a year-long hiatus in 2008 and emerged successfully from that. Indeed, it was when BARS took over that we were bidden to form one organisation out of the 'Friends' group and the 'Volunteers'. That gave birth to the DRSA. Your committee has been working hard to maintain a strand of communication with BARS and will continue to do so until an agreeable solution to the current impasse is found.

Still on a positive note, I have been talking to Nigel Remmington, one of our drivers, and he has authorised me to let you know that he has bought a Thumper unit – a 'Hampshire' DEMU – and he would be looking to operate it on the DR if the situation is resolved favourably. He will be having it refitted somewhere other than Meldon to have it ready to operate as soon as possible. He tells me that that is no reflection on the C&W gang but it is because of the need to get it ready as soon as possible.

Sadly, for those of you who don't already know, we have lost the services of one of our stalwart volunteers. Paul Kavanagh passed away on 1st June. Paul both donated and raised a considerable amount of money for the Association. The DRSA was well represented at his funeral and his wake was held in the Bulleid Buffet at the station. I'm sure our hearts go out to his family at this sad time.

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

DRSA Website

www.dartmoor-railway-sa.org

DRSA MATTERS:

Unusually for this magazine, I have reports of both the AGM and the members meeting of 6th April to allow those without internet access to note for themselves the situation and the support for the committee Ed

DRSA Members Meeting Held on April 6th

The DRSA meeting called to discuss the current situation on the Dartmoor Railway was held in Okehampton on Saturday 6 April and was very well attended, attracting some 70 members. The meeting was chaired by Dick Henrywood, who summarised recent events, particularly the owners' decision to suspend heritage services and run only Premium Dining Trains and the Polar Express in 2013. Members were issued with a leaflet which explained the complex ownership of the railway, involving Aggregate Industries, BARS (British American Railway Services), and Devon County Council. The structure of BARS was explained and the difficulties of dealing with them expounded.

The repercussions arising from the surprising decision to cancel heritage services were discussed, particularly the negative effect on the reputation of the railway. The closure of the Meldon Buffet was also explained (due to reliance on train services to transport both volunteer staff and stock between Meldon and Okehampton). The drop in customer usage if no trains were running was also taken into account. The likely financial loss to BARS was stated.

Members were given the opportunity to put their points of view in an open session. A frank exchange of views took place, most of which were heavily critical of BARS. It is clear that there is very strong support from members for the railway, despite what is seen as failure by the current owners.

In a simple straw poll, no members expressed interest in volunteering to work on the proposed Premium Dining Trains; the feeling being that it was inappropriate to volunteer for what is felt to be a purely commercial venture. The intensity of the proposed operation was also felt to be unrealistic for reliance on volunteer working. Furthermore

most volunteers wish to follow their own particular areas of interest in the railway's operation.

The proposal from the owners that they might allow the DRSA to take over running some heritage services was discussed. The proposal is restricted to use of the Thumper unit running between Okehampton and Meldon only, and the terms proposed were circulated. The response was that the proposal was inadequate in very many respects, but the benefit of continuing to run heritage trains on the railway was felt to be sufficiently important that the committee was requested to negotiate further with the owners.

It was emphasized that the DRSA has no control over the running of the railway, but does exist to support the physical Dartmoor Railway

DRSA Annual General Meeting

The AGM took place on Saturday May 18th at the Ockment Community Centre. 48 members attended.

Chairman Dick Henrywood gave a résumé of the events of the past year and outlined the current unsatisfactory state of the railway, which is essentially unchanged

Dick acknowledged the contributions of Buffet Manageress Mary Trant, former General Manager Roger Webster, the committee and all the volunteers during the past 12 months

Treasurer Christine Horner presented the 2012/3 accounts, which continue to show a small surplus of income over expenditure. She explained how DRSA had so far raised £80 by members ordering online through EasyFundraising, and urged members to use this whenever possible. The accounts for the year were accepted.

Membership Secretary Peter Flick summarised the current membership position. There are 323 individuals, slightly down on last year. New applications continue to be received despite the very limited activity on the railway.

The constitution requires 50% of the committee to stand down at the AGM. This comprised David Clegg, Sue Baxter and Christine and Geoff Horner. Dick nominated himself as the 5th, to reach the 50% requirement. David did not seek re-election to the committee, and was

thanked by Dick for all his past services to DRSA and warmly applauded by the whole meeting. Those standing again were then re-elected unopposed except Dick whose re-election was to be the subject of a separate ballot.

In Dick's temporary absence, Secretary Philip Wagstaff explained that Dick wanted the members to have the opportunity to express their view of his continuing chairmanship by the more formal method of a secret paper ballot. Philip, David and Geoff Horner supervised the ballot, which resulted in 48 votes in favour of Dick continuing as chairman, with 0 against and 0 abstentions

Following the formal business of the AGM, we were treated to an excellent talk by Paul Conibeare, General Manager of the West Somerset Railway, providing a fascinating comparison with the DR experience and much food for thought.

Committee of the Dartmoor Railway Supporters' Association

Chairman:- Dick Henrywood

Secretary:- Philip Wagstaff

Treasurer:- Christine Horner

Membership Secretary:- Peter Flick

Joint Volunteer Coordinators:- Jon Kelsey, Geoff Horner

Dartmoor Railway Representative:- Steve Goodwin
(General Manager)

Committee Members:- Peter Ritchie (Magazine Editor)
Peter Chapman
Sue Baxter

DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2013

RECEIPTS AND PAYMENTS ACCOUNT

	Unrestricted Funds	Designated Funds	Restricted Funds	Total for 2012/13	Total for 2011/12
Receipts					
Memberships	4821.00			4821.00	5014
Donations	3055.25			3055.25	2098
Pony Magazine	223.50			223.50	168
Cards, books and other sales	1496.95			1496.95	1925
Bank interest	0.95			0.95	2
Coach appeal	0.00			0.00	20
Grant for Museum			350.00	350.00	
Lab 11 Donation			148.49	148.49	
Okehampton United Charities grants			1134.05	1134.05	11238
	<u>8610.56</u>	<u>0.00</u>	<u>1633.54</u>	<u>11244.10</u>	<u>20525.00</u>
Payments					
Stationery and postage	1563.35			1563.35	1024
Pony Magazine printing	2697.75			2697.75	2877
Carriage, Wagon and Station refurbishment costs	1417.00			1417.00	1184
Carriage purchases, including Mark 2	0.00		0.00	0.00	2340
Transport (Lab 11 Coach)	0.00		0.00	0.00	1662
Moor Railway purchases	320.02			320.02	933
Cards and books for resale	511.02			511.02	207
Web-site creation	0.00		0.00	0.00	570
AGM, administration and Examiner costs	280.77			280.77	64
Miscellaneous Expenses	318.12			318.12	83
Lab 11 expenditure			158.99	158.99	
Water Tower		656.86		656.86	
Museum			57.00	57.00	
Okehampton United Charities expenditure			664.30	664.30	10391
	<u>7108.03</u>	<u>656.86</u>	<u>860.29</u>	<u>8645.18</u>	<u>21735</u>
Excess of Receipts over Payments	2502.53	-656.86	753.25	2598.92	-810
Bank and cash balances at 1st April 2012	12458.7	3517.00	0.00	13976.70	14786
Bank and cash balances at 31st March 2013	<u>12562.23</u>	<u>2860.14</u>	<u>753.25</u>	<u>16575.62</u>	<u>13976</u>
Analysis of Designated Funds					
Waterford		1517.00		1517	
Water Tower		1343.14		1343	2000
		<u>2860.14</u>		<u>2860</u>	<u>3517</u>
Analysis of Restricted Funds					
Okehampton United Charities			469.75	469.75	0
Devon County Council			293.00	293.00	0
Peter Ritchie			-9.50	-9.50	0
			<u>753.25</u>	<u>753</u>	<u>0</u>

Financial Statements for the year ended 31st March 2013

STATEMENT OF ASSETS AND LIABILITIES

	2012/13	2011/12
Bank and cash balances	<u>18575.62</u>	<u>13976</u>
Assets retained for Association's use:		
Brake Van (February 2011)	1900.00	
FK Coach	8000.00	
LAB11 Coach	9840.00	
Brake Van	3000.00	
Water Tower	<u>1000.00</u>	
	<u>23745.00</u>	

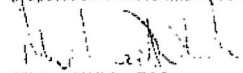
INDEPENDENT EXAMINERS REPORT ON THE ACCOUNTS OF
DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2013

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 FCA
Chartered Accountant

THE RAILWAY

General:

Despite no normal services to Meldon, there have been several trains run where whole trains have been chartered prior to the cessation of the usual timetable. The Dartmoor Society was allowed to run its Dartmoor Explorer up and down the length of the line, Winkleigh Morris Men's charter went ahead, trains were laid on for an abseiling day at the viaduct and a train is being laid on for the PLEG. David Clegg was on hand to report on the Dartmoor Explorer.

The Dartmoor Explorer

Text and photos by David Clegg

On those occasions where Dartmoor Railway has been able to run



special trains, these have been very successful. These pictures show a well filled coach for the [Dartmoor Society's special train. The feedback from passengers to the volunteer stewards manning the special was extremely positive. Many of the passengers had not travelled on the

Dartmoor Railway before and several asked about the possibility of future services on the line – showing just what potential there is if we

can persuade BARS to let DRSA run heritage services in future.

Special thanks are due to member Tony Hill for arranging this charter.



From the June Newsletter of The Dartmoor Society

'Dartmoor Explorer' Train, Okehampton

On Friday 12th April 2013, some 190 people (a record for a Society event!) gathered at Okehampton Station to enjoy a unique and highly memorable trip of some 30 miles on the 'Dartmoor Explorer' train, organised by Tony Hill for the Dartmoor Society. A welcoming café and bookshop, and a platform immaculately laid out with stacks of 'heritage' luggage etc. hinted at pleasures to come. The station was soon bustling with people, once they had picked up their souvenir tickets. Volunteer members of the Dartmoor Railway Supporters' Association went about their business very efficiently.

The train left punctually at 10.30am and trundled along part of the former L&SW/Southern Railway line between Plymouth and Waterloo, almost to Coleford Junction, near Yeoford, passing through the railway stations of Sampford Courtenay, North Tawton and Bow, and plenty of attractive countryside, with lambs in fields, and occasional glimpses of Dartmoor. There was a fine view of the R. Taw as we crossed it. Refreshments were served on the train, and everyone was supplied with an informative handout. We had a ten-minute pause at Okehampton on the return journey, before continuing to Meldon Quarry via the excitement of a 'tunnel' under the modern Okehampton bypass. The quarry is now disused, but contains an impressive amount of old railway rolling stock. As we set out on foot from Meldon Viaduct Platform to the viaduct the heavens opened with heavy drizzle, but this soon cleared and we were treated to spectacular views from the iconic and historic viaduct itself, looking down on a wonderful range of abandoned industrial activity. Martin Stephens-Hodge set up a selection of historic photographs, while others walked below the viaduct to see its impressive lattice-work structure.

Returning to Okehampton Station at 1pm, all agreed that it had been a morning very well spent.

With thanks to Dartmoor Society for permission to reproduce the above report.

The Cathedrals Explorer

The railway was also visited by Steam Dreams Cathedral Explorer hauled by none other than Merchant Navy Class 35028 Clan Line on the morning of 10th May. The 'snappers' were out in force.



Clan Line in repose at Okehampton on 10th May Photo : P Wagstaff



Photo : P Wagstaff



Sampford Courtenay

Photo : G Horner

Excursion Flyers

British Railways, like its Big Four predecessors, issued a host of publicity material to promote travel, both locally and nationally. This small flyer is of very local interest. Issued by the Southern Region not long after nationalisation in May 1948, it mentions all the stations on the Dartmoor Railway except Meldon, and features other long lost stations such as Bridestowe, Bude, Holsworthy and Lydford. (Dick Henrywood collection)

BRITISH RAILWAYS
SOUTHERN REGION

EXCURSIONS:—

Every Tuesday, Wednesday & Thursday in June
To BUDE

DEPART	FROM	RETURN FARES, Third Class	RETURN TIME, SAME DAY
2.00	9A 2	4 0	8.00
9 11	CREDITON	10 1	From BUDE
9 21	TECFORD	9 4	7B2
9 26	BOVEY NORTH TAWTON	7 9	

Arrive Bude 11.07 a.m.
A—Change at Yeoford on the return journey.
B—Change at Okehampton in each direction.

To EXMOUTH

DEPART	FROM	RETURN FARE, Third Class	RETURN TIME, SAME DAY
2.00	9C 33	5 4	7.17
	OKEHAMPTON		From EXMOUTH

Arrive Exmouth 11.12 a.m.
C—Change at Exeter Central in each direction.

Every Wednesday in June
To HOLSWORTHY

DEPART	FROM	RETURN FARES, Third Class	RETURN TIME, SAME DAY
2.00	8E 13	5 6	7.29
8B 19	LYDFORD BRIDESTOWE	2 7 4 5	From HOLSWORTHY

Arrive Holsworthy 10.54 a.m.
B—Change at Okehampton in each direction.

FIRST CLASS DAY EXCURSION TICKETS ARE ALSO OBTAINABLE.

CHILDREN 3 AND UNDER 14 YEARS, HALF-FARE.

Tickets may be obtained in advance at Stations and Agencies.

NOTICE AS TO CONDITIONS.—These tickets are issued at less than the ordinary fares and are subject to the Conditions published in the Notices and publications of the Railway Executives, or the Southern Railway Company.
No luggage allowed except small handbags, luncheon baskets or other small articles intended for the passenger's personal use during the day.
On the RETURN journey passengers may take with them, free of charge, at Quarter's Risk, goods not exceeding in the aggregate 60 lbs. which they may have purchased for their own use (not for sale).
DOGS, BICYCLES and PERAMBULATORS.—Reduced rates for return journey. **FOLDED MAIL CARTS** (some) free.

Waterloo Station, S.E.1.
May, 1948.



JOHN ELLIOT,
Chief Regional Officer.

C.X.165/3
14348

Printed in Great Britain.
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WAYS YOU CAN SUPPORT DRSA/DR

SPREAD THE WORD!

HELP DISTRIBUTE LEAFLETS

RIDE THE LINE

VISIT THE BUFFETS

HAVE A CLEAR-OUT AT HOME AND BRING:

*** ITEMS FOR OUR BRIC-A-BRAC STALL**

***PAPERBACKS**

***OLD RAILWAY MAGS, RAILWAY BOOKS, VIDEOS ETC**

BUY FROM OUR STALLS

VISIT THE BUFFETS AGAIN!

BRING FRIENDS

DONATE OLD SURPLUS TOOLS

DONATE!

BUY DRSA CARDS

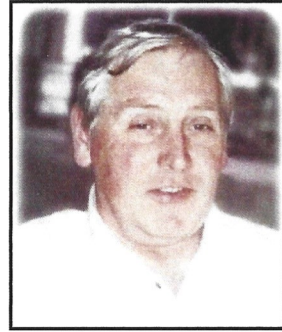
VOLUNTEER

And if you have any other money-making ideas, please let us know. If you need further information contact Dave Clegg 01626 867210 (clegg.lethbridge@tiscali.co.uk) or Geoff Horner on 01363 82383 (g.horner936@btinternet.com)

Thanks for joining DRSA!

Paul Kavanagh

The association has lost a good member in Paul. Paul was a soft-spoken and extremely polite individual who had contributed a great deal to DRSA and Dartmoor railway both through the significant donations he had made and also through his work selling books and other items on the stall he regularly manned on Okehampton station's platform 3. He was one of our valued 'regulars' and will be greatly missed



He moved down to Devon from the Romford and became a member of the DRSA in 2006. He often had a new model locomotive in his hands which he would proudly show to friends and acquaintances. Whenever he could he would attend the monthly gatherings at the Fox and Hounds. He presented the Railway with a BR Southern clock which is now displayed in the Bulleid Buffet. Unfortunately he was too ill to come out to the station when his beloved Clan Line visited. Rest in peace Paul. Our thoughts go out to his family at this time

Carriage & Wagon Group News

Dave Clegg, Joint Volunteer Co-ordinator



LAB11. Significant progress. David Trant has completed weld repairs the frame. Two further welds are required (rotted floor support and replacement strut over double doors) which should be completed shortly. Top coating the roof is complete, and frame under way. Coach bodyside

preparation is now complete and red-oxide applied: undercoat will be applied shortly. The diesel engine for the generator is still with David

Trant as rebuild is continuing. This should be completed within the month. The generator itself appears to be in good condition and a fan is being used to dry it out when we are on site (powered by our own generator). A decision needs to be taken in due course on the internal seating layout and lighting.



Class 117 Centre Coach. As this was intended to be used with the expected steam engine a full repaint and bodywork repair was put in hand and this has been

completed. The coach has now been transferred to Okehampton ready for the 21st June special trip with the 08 (subject to fitness to run).

FK. Also moved to Okehampton for the special (along with LMS brake van).

NB: the two coaches being used for the special 08 trip have been out of use for a considerable period and required cleaning. Dan Roche from the Station Maintenance team came up trumps and cleaned both vehicles. Corridor carpet in FK to be fitted

SR-Style Goods Brake Van. Has been moved to old loco shed. It is hoped that members of the Station Maintenance Team and two new C&W members may take this on at some point in the future.

Thumper. This was due for a repaint, but it has been deferred pending clarification of BARS' future proposals for heritage services. It is essential that this unit is run on occasions to keep it in working order. Bodywork of vehicles left out of use for long periods of time quickly deteriorate.

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

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.

Christine Horner
Treasurer

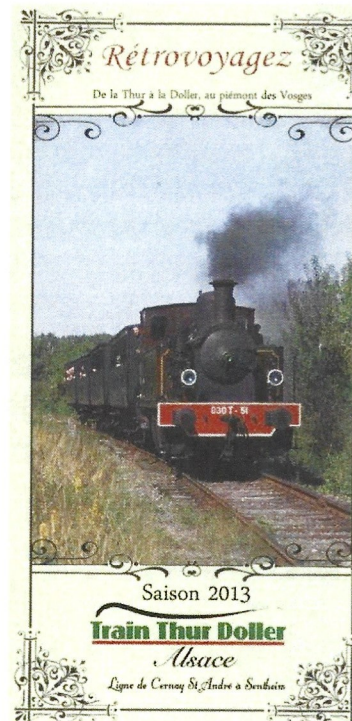
Chemin de Fer du Doller, Alsace Part 1

Or

The Doller Railway, Alsace Part 1

Text and photos by Geoff Horner Part 2 to follow

A recent holiday to the Alsace region of France prompted the usual search on the internet for a heritage railway within reasonable travelling distance of our chosen location, a cottage on the edge of



the small country village of Artolsheim. Close to the French/German border along the Rhine Artolsheim lies about 6 miles east of the town of Selestat which is itself on the edge of the Alsace wine producing area and is the first town of any size on the main North – South road and rail routes between Strasbourg, Mullhouse (where France's national railway museum is to be found) and Basle in Switzerland. The result of our internet browsing was the discovery of this interesting standard gauge heritage line based at the small town of Cernay about a 45 minute drive across country from our temporary home.

However before describing our afternoon at the railway, a brief history of the line taken from the railway's excellent website (www.train-doller.org) which offers all the information that the visitor to the line needs in English as well as French will give some of the background.

"The line was built and operated by the « Compagnie des Chemins de fer de l'EST » (East Railways Company) in 1868-69. Originally having a total length of 820 miles this standard gauge track rapidly grew and served the valley of the Dolear River. After the

Franco/Prussian war of 1870 the line was in German territory and the track was extended by a further 17 miles bringing passengers at the foothills of the Vosges Mountains, a popular starting point for hiking towards Ballon d'Alsace and the Alfeld and Sewen lakes.

During WWI the station at Burnhaupt was right on the frontline between the French and the German armies and the stations of Aspach and Burnhaupt were destroyed whilst that at Sentheim was bombed as well.

After the war, the reconstruction started without delay under the administration of the new railway company « Alsace Lorraine » (AL). The stone bridge that crossed the Doller River which was bombed in 1914 was replaced by a steel bridge in 1919. The station at Sentheim was reconstructed in its pre-war style, while the stations at Aspach le Haut and Burnhaupt le Haut were rebuilt in 1923 in the new architectural style.

The line returned to its full pre WWI service until 1938, when the newly formed SNCF (French National Railway Company) closed the line, judging that it was not profitable enough. In 1940 bridges along the line, by now once again in German controlled territory, were sabotaged. Traffic resumed in 1945 but was interrupted again in 1947 when the 1919 bridge across the Doller River was swept away during a heavy storm. Military engineers replaced the bridge in 1951 with a new steel bridge (of the type 'Henry 1916') with sixteen spans (the only structure of this type still in place in France) and the line re-opened for freight. Passenger traffic only resumed once again in 1957. This was finally withdrawn in 1967 and the line closed completely in 1973.

Three years later on June 20th 1976 the volunteer association then named « Chemin de Fer Touristique de la Vallée de la Doller » (CFTVD) ran its first train on the line between Cernay and Sentheim, hauled by steam locomotive No. 51. Being one of the first heritage lines opened in the late 1960's early 70's, the line and the buildings have retained their authenticity, and give a true to life picture of what a secondary railway line was like from the beginning of the 20th

century to the 1960's making it a recognized location of interest as a setting for film makers”.

The line today is about 8.5 miles long and runs between Cernay and Sentheim mainly along the valley of the River Doller As the line generally undulates throughout, with a maximum gradient of about 1 in 57 there are opportunities travelling in both directions to hear and see the locomotive working hard.

The line has 6 stations with the main workshops at Burnhaupt which is approximately the midway point. As well as the steel girder bridge over the River Doller there are 18 level crossings, 3 of which are controlled by manual gates. Somebody has also calculated that there are 21 sets of points, 24,524 sleepers and 147,336 track screws! The trains run every Sunday from the beginning of June to the end of September with two departures in each direction. During the July/August holidays additional trains are run on Wednesdays.

Having checked our likely arrival time against the timetable we decided that the station at Sentheim, the western terminus of the line, would serve us best so we set off to arrive there in good time for a wander around the station before the scheduled departure at 14.15.

Sentheim station, which is in a rural location a short distance from the village it serves, has retained its original appearance, offers the opportunity to buy refreshments (though not on the scale of the buffet at Okehampton) and souvenirs before purchasing your ticket via the ticket window in the corner of the original ticket office.



Sentheim Station and train

The East Anglian Railway Museum

Text and photos by Philip Wagstaff

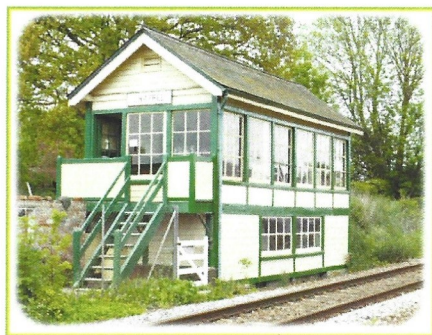
The East Anglian Railway Museum which is situated at Chappel in Essex is one of the smaller railway centres but it has within it a variety of artefacts and information about the Great Eastern Railway (GER). Before coming to Devon, when we lived in Harwich in NE Essex, the EARM was our local railway museum. It is based around the station at Chappel and Wakes Colne which is on the branch line from Marks Tey (which is the junction on the GE main line from London to Colchester, Clacton, Frinton, Walton, Harwich and Norwich) to Sudbury. The line used to be part of the cross country route to Cambridge until it was cut back to Sudbury, where a new station was built.

The museum consists of the station buildings, the goods shed and yard and a new building which houses many smaller items mainly of GER origin. The original plan when the museum was opened was to use the museum site as a base for running heritage services along the Sudbury branch as it was at that point earmarked by BR for closure.

However that was not to be and the branch remains open which meant that the plans for the site and the museum had to change. Incidentally, the branch (renamed the Gainsborough Line) is the only part of the local Greater Anglia network worked by DMUs, usually a single car Class 153 or a two car class 156. There is a short demonstration line at the museum and during running days the trains go from platform 3 in the museum site, twice up and down the running line and back to the platform. The museum's most famous engine is the unique ex LNER N7 which is often to be found



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on longer railways but steam is represented at the museum by a variety of industrial steam locomotives. There are also diesels represented, with a class 04, a Metro Cammell DMU and a 1958 4 wheel railbus. There is also a variety of wagons and coaching stock in various stages of restoration. One of the original Shenfield electrification EMUs (which is part of the national collection) is also housed at the museum.



Thomas (no. 54), Toby the Tram engine and Clarabel (both rebuilds) are also in residence. One of the gems of the museum is the goods shed, with its internal crane, offices and within it two restored GER six wheel coaches. The GER crest on these vehicles is carried with pride both in the restoration and in the GER Company which originally built them.

New accommodation for smaller artefacts has been built recently. This building houses many interesting displays including a model and nameplate of a GER Claude Hamilton locomotive, many signs from the BR Eastern Region (in dark blue) and the marching banner from the NUR Romford branch which was rescued from a skip!

There are also two GER signal boxes on the site, the original Chappel box in which levers can be pulled (as the frame cannot be connected as wires would have to cross over the operational railway) and the old signal box from Mistley on the branch to Harwich which is the operational box. There is at the museum operational signalling, a level crossing, a restoration shed and a goods shed, all of which add to the character of the small site. There is also excellent catering with seating in



a restored Mark 1 kept at the platform.

The museum is a place to wander (while keeping to the conditions of entry) and to relive something of an Eastern region branch line, which is shown by the two red liveried GER coaches in the goods shed, or if you are from my generation, the BR blue 2 car Metro Cammell set, which were very much a part of the railway scene East of Peterborough in the 70's and 80's.

So, if you find yourself near to Colchester with an hour or so to spend,

the East Anglian Railway Museum is well worth a look. There are occasional steaming days and the site is open most of the year. For more information please look at the website www.earm.co.uk.

I would like to thank everyone at the museum for their hospitality during my visits in January and May this year which is greatly appreciated.



DRSA Committee Changes.

By Dave Clegg

After serving in a variety of roles on the DRSA committee and earlier with the Friends of Dartmoor Railway, I decided not to put myself forward for re-election at the recent AGM to allow more time for home commitments and because the years are 'knocking on'. It was a surprise to realise that I have been serving on our Railway committees for over eleven years – much longer than I spent with BR. I am also handing over my role as Joint Volunteer Coordinator to Jon Kelsey who has recently been co-opted on to the committee. I'd like to thank all committee members present and past for the way everyone worked so well together to try to forward our cause. I shall remain as an active volunteer as long as I am able, particularly with the Carriage and Wagon Group.

DRSA VOLUNTEERING

Despite the present difficult circumstances I am pleased to report that several new members have joined DRSA recently and a number of these have already started volunteering with e.g. the Carriage and Wagon and Station Maintenance groups, and with catering. We welcome Steve and Chris Blood of North Tawton (*classic road vehicle fanatics and rally organisers, but I suppose we can forgive them for that*); Sue Bowman (Frithelstockstone – *yes, Frithelstockstone!*); Joe and Jennifer Hawkins (Exeter and Torquay): Joe is helping already with the Station maintenance Group and Jennifer has offered help with catering; Philip and Michelle Kempson-Burns (Halwill Junction) (*I remember Halwill Jct well - when it really was a junction with N Class locos, Ivatt tanks, T9s: I must be getting really old*); Mr Pat Lennon of Exeter (helping us in C&W), Martyn Skinner (C&W) and Ms M Cawsey (Exmouth); marine engineer Tristrum Logan (*he should keep us afloat*) (also C&W) and Gail Selway (also Exmouth). Thank you all for joining DRSA. If I have omitted any names, you can always write in and complain – we don't get much correspondence!

Although the number of heritage trains we can run at the moment is currently limited to the occasional special or charter, there is always work to be done on the other operational areas, and we are grateful for all volunteer help. And we live in hope of better times ahead.

Polar Express 2013

Looking to the future, Dartmoor Railway management is seeking volunteer help with the Polar Express again this year. Planning is fully under way and we look forward to another great operation to be enjoyed by all. Apart from the preparation of rolling stock etc., Tiffany Arthurs (Events Manager) and Stephen Goodwin (Acting General Manager) are also welcoming support in other areas. So please get in touch with them on the usual number (01837 55164) if you would like to be involved.

Great Britain V – April 2012 – Part IV

By Peter Ritchie



The next leg of this epic journey behind steam power was along the route of the Thames Clyde Express which ran from Glasgow St Enoch to St Pancras in London. Due to Network Rail

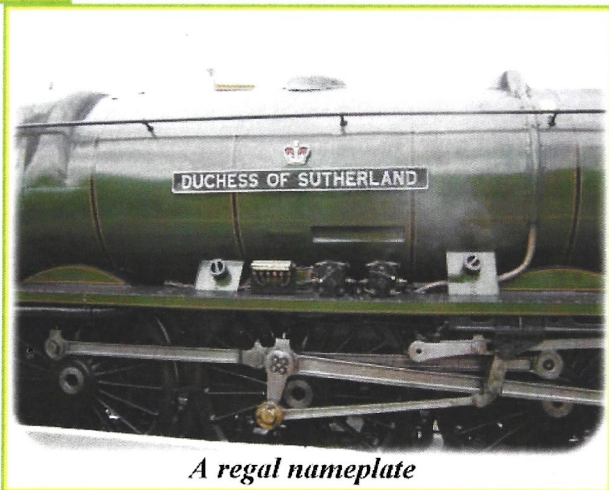


The Duchess arrives

constraints we had to pick up our train in the suburbs of Glasgow. There was an air of excitement as we awaited our train. Then it arrived behind 46233 Duchess of Sutherland, one of Sir William Stanier's 8P Pacifics of the Princess Coronation class. Here indeed was power. From Glasgow we headed southwest to Kilmarnock and Dumfries along the Glasgow and South Western Railway's route to the south and Carlisle where we stopped to replenish the water supply. Then it was off again along the ruggedly beautiful Settle and Carlisle line through the Pennines

across sweeping viaducts and under the shadow of the hills and mountains. And to think that BR nearly managed to shut this line which is now a vital freight artery and diversion route.

Instead of carrying on towards Leeds we turned west and headed for Preston where we had our next overnight stay.



A regal nameplate

So it was that on the morning of 27th April we set out from Preston



Cromwell at Preston

hailed by Britannia Pacific 70013 Oliver Cromwell again. We headed south towards Crewe before heading southwest towards Shrewsbury and the railway line that followed Offa's Dyke down the Welsh Marches to Newport and Bristol. Shrewsbury is still an important junction on the

railways and the imperious signal boxes never fail to impress. The weather had turned somewhat inclement by this time but we didn't really notice it as we sat there eating first breakfast, then, in due course, lunch.

A brief foray across the Welsh border to Newport then we were into England again and making our way into Bristol and another

night's rest in a comfortable hotel. The realisation dawned at about this time that there were only two days of travel left.



Cromwell at Preston

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