



*Pure Southern -
Tangmere approaches Exeter
St David's down the incline
from Central*

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SUPPORTERS'
DARTMOOR RAILWAY
ASSOCIATION

THE DARTMOOR PONY

The Magazine of the Dartmoor Railway
Supporters' Association

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Granite Line Ltd
Chemin de Fer du Doller
Part 2

The DARTMOOR PONY

Issue No. 18

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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

FRONT COVER: Dick Henrywood and Geoff Horner with Mr and Mrs Ken Heard and Mr and Mrs Derek Webber of Okehampton United Charities(OUC). OUC has provided financial help with the restoration of the FK coach seen in the background..

Photo:P Wagstaff

BACK COVER:

Tangmere approaches Exeter St David's down the incline from Exeter Central

Photo: S Sellick

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

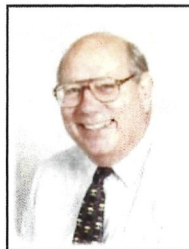
To volunteer on the Dartmoor Railway
please contact:-

Jon Kelsey – 01363 774188

Geoff Horner :- 01363 82383

Editorial:

By Peter Ritchie



After the uncertainty of the situation earlier in the year, the running of trains again, albeit by charter, certainly gives a much needed fillip to the spirits. The establishment of The Granite Line Ltd company was achieved in time to arrange charters for August and September Sundays as well as the two extra days of the Bank Holiday weekend. The Association was already in the throes of arranging the Sunday charters and this arrangement was subsumed by the company to avoid any comeback on the Association membership if things went awry. The notice announcing the formation of Granite Line is reproduced later in this journal.

Once the last trains before the Polar Express have run, your committee will be devising a robust working relationship with Granite Line so that there are no areas of misunderstanding between the two organisations.

Certainly, the chartering of the trains appears to be a very successful ploy that has seen the trains well patronised and a mountain of goodwill from our passengers. We hope that we will be able to at least repeat the success of this year in 2014 but a lot will depend on Dartmoor Railway's Luxury Dining Trains planned for next year. Their proposed programme can be accessed from their new web site. Whether they can achieve what they are proposing, only time will tell.

Talking of web sites, have you visited the Association's site recently? Jon Kelsey recently took over the management of the web site and, I must say, he is keeping it really up to date and interesting. I have actually poached both photographs and articles from it to lay out in the magazine for those of you who don't have access to the internet.

Jon is also involved with Geoff, his fellow volunteer coordinator, in trying to draw all the strands of training together for the volunteers. This may sound an obvious requirement but it is one that seems to have been skated round in the last few months as managers have been and gone. They are starting off by the introduction of an 'Induction

Form', the better to emphasise the basic safety training already given to volunteers.

Moving on to the membership, the Committee recognise that this magazine and its postage do take a hefty chunk out of the Association's finances and are wondering if any members would prefer to receive their magazine via the internet. Peter Flick, the Membership Secretary, would be interested to know how many of you would like to change to email delivery. If you would then please contact him and make sure that your email address is up to date.

Do read Rosie's Diary in this issue. At the end is an outline of a day out for members involving a visit to the Paignton and Kingswear Steam Railway and a paddle-steamer trip up the River Dart on the 26th September. Sounds like a good'un to me.

In this issue also you will find the second part of Geoff and Christine Horner's account of their visit to the Chemin de Fer du Doller, Alsace. It sounds a fascinating little railway and the photos illustrate it well. Your editor also wraps up his account of the Great Britain V experience. I'll keep Great Britain VI for another time!!

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
DR Website	www.dartmoorrailway.com

DRSA MATTERS:

For those of you who have not got access to the internet, the following announcement is currently featuring on the DRSA web site. Granite Line Ltd came into being at the beginning of August and, indeed, took on the responsibility for organising the charters that were operated successfully in both August and September.

New Operating Company - Granite Line Ltd.

We are pleased to announce the formation of a new operating company, Granite Line Ltd, to work alongside the DRSA. The company has five directors, three of whom – Dick Henrywood (Chairman), Philip Wagstaff (Secretary) and Peter Chapman (Operations Director), are current members of the DRSA committee. The other directors, both DRSA members, are Nigel Remington (Finance Director) who joins us with business expertise and is a regular Driver on the railway, and Roger Webster (Publicity Director) who will be well-known to most of you as our previous General Manager with extensive experience of heritage operations from his time at the Bodmin & Wenford Railway. The directors are unpaid, and the company will not pay any dividends. Any proceeds will be used to support the Dartmoor Railway.

There will be no change in the status of the DRSA which will continue to be run by its members to support the railway, particularly heritage operations, according to its constitution. This involves chiefly the provision of volunteers, the purchase and restoration of additional rolling stock (due largely to the unavailability of suitable stock from BARS, but also to provide added interest - see separate DRSA Rolling Stock article - and the provision of attractions such as the museum and model railway layouts. The DRSA will continue to undertake some commercial activities to help with fundraising, for example by selling railway books and small items of merchandise and by having a publicity stand attending local country fairs and shows. However, more significant commercial activities, particularly the August Sunday charters, will now be handled through Granite Line Ltd. in close cooperation with the DRSA.

The rationale behind this is that the DRSA is a membership organisation and should any liabilities be incurred, they would legally devolve to, and be the responsibility of, all individual members. The committee felt that the members' interests should be protected and that they should be isolated from any such liabilities, and decided that a separate limited liability company be formed to take on such activities. This type of arrangement will be found in many other preserved railway organisations.

Granite Line Ltd. is dedicated to supporting and developing the Dartmoor Railway. It will operate alongside the DRSA to take on the commercial activities that DRSA cannot readily undertake without risk to its membership. The existence and role of the DRSA will remain unchanged and although the two organisations are separate legal entities, both organisations are there to support and to develop the Dartmoor Railway.

August 2013

THE RAILWAY

General:

We ran a charter for The Preserved Locomotive Enthusiasts Group on Friday June 21st. The train ran from Okehampton to Meldon and back with a pause to allow time for a short exploration of Meldon.

It comprised the FK (Mk2A first corridor), the TCL (Class 117 DMU centre car) and the LMS brakevan, hauled by class 08

08937. After much work to prepare the train by members of the C&W

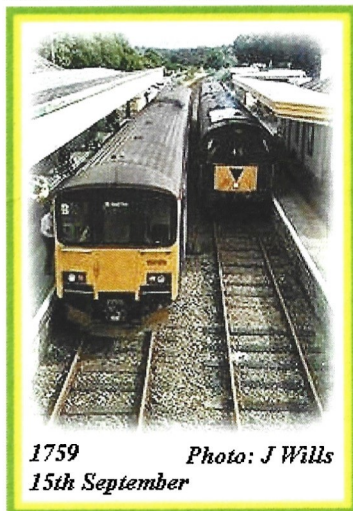


08 937 with the PLEG charter at Meldon 21st June 2013 Photo: P Wagstaff

and SM teams (Dan Roche did the lion's share) it looked terrific.

PLEG organiser Kev Adlam emailed afterwards: "Thanks for a great visit on Friday... Everyone really enjoyed themselves. Thank you to you and all the team, great fun!"

In the meantime the Devon County Council supported Sunday Rover service started from May 26th. It really was good to see activity on the rails again but the prospect, apart from the PLEG charter above, of no other services until the Polar Express was extremely frustrating. The formation of Granite Line Ltd (see separate article) who chartered the trains has provided a modest start giving three trains between Okehampton and Meldon each Sunday in August and the first three Sundays in September. Two further trains were run on each of the Saturday and Monday of the bank holiday weekend down to Coleford junction and return, including one trip up to Meldon. All the services provided were deemed to have covered the costs of chartering.



1759 Photo: J Wills
15th September

The train consist alternated

over the August Sundays with both Thumper and Bluebell Mel and her 'Titfield Thunderbolt' train taking the duties. Members of the Okehampton United Charities organisation were invited to visit the railway to see the results of their generous financial support and have a ride up to Meldon in the FK. Mr and Mrs Ken Heard and Mr and Mrs Derek Webber took up the invitation on 18th August (photo on front cover). They also were given a tour of the workshops to see progress there and to see the conditions under which C&W have to operate.



1759 Photo: J Wills
15th September

The last day of operation of both the Sunday Rover and the Dartmoor Pony was 15th September and services finished with the departure of the 1759 train to Exeter. Thanks to John Wills for the photographs of the last train.

Sadly, the steam hauled charter hauled by West Country Class pacific 34046 'Braunton', due to visit Okehampton on 21st September, has been cancelled after DBS failed to find personnel to man it.

There is one further charter train that has been authorised and this will run on 12th October down to Coleford Junction and return. Tickets prices are on the DRSA web site. Whilst on the subject of our website, our thanks should go to Jon Kelsey who has been ensuring that it is really up to date in the absence of information from the old Dartmoor Railway web site.

We don't as yet have any details about the Polar Express but it is planned to go ahead with it. Tiffany Arthurs is working hard to organise everything and boxes of mugs and bells have already been safely stowed at the station.

Throughout the period under review, all the normal working parties have been carrying on their business and their reports follow later.

The Bulleid Buffet:

Mary is certainly looking forward to a holiday this year. Despite the lack of trains over the summer, the business has held up well. Potentially it could have been a record year if trains had been running regularly but there have been periods of frenetic activity as the staff have fought to 'feed the five thousand' waiting for their meals. Thanks are due to all the volunteers who have helped in the buffet together with the paid staff, somehow managing to maintain a smile on their faces in the face of the pressure – not helped by the few bad-tempered customers who, thankfully, are few and far between. This year has also seen the buffet do its 'bit' for the *Entente Cordiale* when a young (lovely) French girl helped out for a few weeks to help her to improve her English. Thank you Alice! Well done and thank you to all who have been a part of the buffet team.

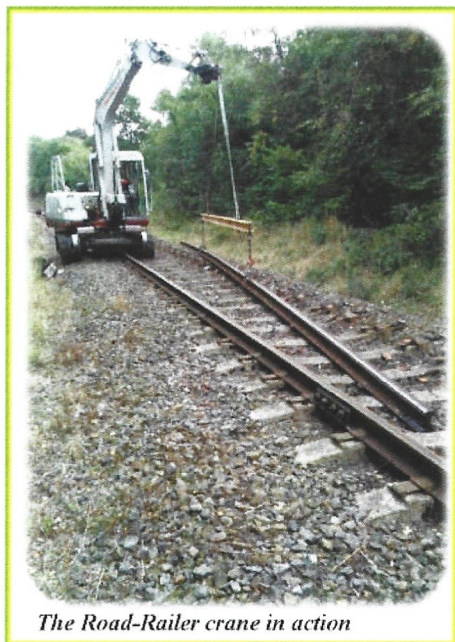
Permanent Way:

Alan and Andy. have continued their daunting task of keeping the track and its surrounds in a serviceable state assisted by some regular

volunteers who turn out once a week to help. John Wills is amongst those volunteers and he has been taking a few photographs!!



What can the sheep be thinking?



The Road-Railer crane in action



Well, somebody's got to look interested

Their work tends to be dirty, physical work and often goes unnoticed but it is vital for the safe operation of our railway. Thanks are more than due to all concerned.

Stations Maintenance Team Report (SMT) – Summer 2013

By Tom Baxter, Stations Maintenance Team Coordinator



It seems rather a long time since we submitted a report. In fact it is as somehow we managed to miss two previous deadlines much to the Editor's irritation. Hopefully we can now make amends and try and restore our somewhat tarnished reputation.

However, despite missing report deadlines, we have actually been quite busy with a working party on most weekends. Some are well attended and some less so but we have been able to attend to many things in the past months. If anyone has followed our more regular reports on the Association website they will be familiar with some of what we have achieved. If not, enter the address below to view our website section. It also contains a number of photos of our activities:-

<http://www.dartmoor-railway-sa.org/stationsgroup>

Rather than just regurgitate what has been reported there we will attempt a resumé of the work done since we last reported in the magazine. Last Autumn, pre Polar Express, we did a hasty 'refresh' of the Okehampton Buffet. Redecorating the walls, re-varnishing the counter and several other jobs that we could undertake whilst it was out of use. Before we really had time to finish the buffet was 'purloined' as a Polar Express 'recruiting point' and it then became a case of finish off quickly and get out.

During the period of the Polar Express it was not really practical or sensible to embark on jobs at Okehampton station so off we went to Meldon to help our colleagues in Carriage and Wagon with their work on Lab 11. Mainly we were permitted to grind off old paint but occasionally we were also allowed to put on some new. This was mostly undercoat as some in C&W are sensitive souls and cannot cope with our more 'liberal approach' to painting. In our defence we would have to say that normally we work outdoors and with Okehampton's 'interesting' climate we need to work fast, sometimes very, very fast! Also it is entirely unreasonable that persons allege we are often to be

found supping refreshment on Platform 3. These are important breaks where we discuss and decide on the next stage of our work and recover from our exertions!

With the conclusion of Polar Express we returned to Okehampton and immediately were into a repaint of the museum room on Platform 2. The museum is an ongoing project and we are altering and improving the displays to make them more relevant to Okehampton station in particular but also to include the rest of Dartmoor Railway and its associated lines. Compromises have had to be made as the room space is quite limited but we hope that those of you who may have taken a look have been pleased with the result. The project is being managed by John Caesar, as Museum Curator. You should find a separate museum report from him elsewhere in this issue, so we will leave the rest to him.

More painting followed with a repaint of the Platform 2 canopy front and sides using a slightly novel form of access. Other painting tasks since have included the dreaded Platform 2 entrance ramp and its rotting woodwork. This is very much a patch and mend job. We have therefore started using a green fence paint on the ramp area. It is much cheaper although not completely SR prototypical in colour. The cost of paint has increased a great deal recently and is now prohibitive, currently costing around £10 per litre including VAT for the special mix colours we need. This effectively means we cannot afford to apply it everywhere. For comparison the fence paint is less than £2 a litre. We intend to continue the authentic SR colour scheme on the platform fencing and station buildings but are making a compromise elsewhere. One of the problems at Okehampton station is the extensive use of wooden palisade fencing. This requires a lot of time and expensive materials to maintain properly.

Other work undertaken has included a mortar re-point of the footbridge. This is a marvellous heritage structure and it is also one of the oldest parts of the station. It was partly restored in 1997 but much was left for a later time. A lot of the woodwork will need major attention in the not too distant future. At the moment again, it is a case of 'patch and mend'. Major restoration would be financially difficult at

the moment and almost certainly would require resources and skills we do not currently have.

We should also mention we have not neglected to assist the 'Flower Fairies' this year. We have constructed a number of new planters. Many of the old wooden tubs had rotted and were literally falling to bits. The opportunity was taken, using a source of free offcuts of heavy tongue and groove timber, to manufacture new planters. John Coxon and Geoff Brooks masterminded and set up a 'planter production line' on Platform 2 to the sound of much sawing and drilling. The finished results can be seen around the station.

Otherwise station work has seen the usual issues with vegetation to clear and platforms to be weeded. Mark Williams has proved particularly adept as our 'Chemical Weapons Expert' in dealing with weeds growing in the nooks and crannies of the platforms. He also seems to cope very well with the monotony of re-pointing brickwork. This year there have been few broken toilets. Recently they seem to have been miraculously repairing themselves before requiring serious surgery. With the Meldon ones also mostly out of use this year the excitement and urgency of repairing toilets seems to have receded. Not that we miss it much!

We have gone 'off piste' a few times (although never on duty!). We have worked on the O8 recently sealing and repainting the inside of the cab roof. Unfortunately it had developed a roof leak perilously close to a major electrical component. Thus far it is a bit of a quick fix which will need re-visiting but we seem to have stopped the leak for the moment. We have also started repairs to the woodwork of the LMS Brake Van. This is in need of some TLC as the wooden planking is deteriorating. All was going quite well until some badly corroded metal stays were found on the rear verandah. Corroded as in needing cutting out and welding. Horror!! But then, for the first time, we got the chance to use the arc welder donated to us some time ago. Fortunately we now have someone who knows how to use it in the shape of Dan Roche who has become a stalwart member of the team. His former Yeovil Railway Centre experience being much appreciated and helping to further our team skills. The repairs to the Brake Van are

a 'work in progress' and very dependent on it remaining in Platform 2 long enough for us to do something. Just after we started the news came through we would be running trains again in August and for part of the period it has been stabled up at Meldon out of reach.

Finally, and certainly not least, we should mention two of our less visible colleagues. Simon Jeffery who restores items in his own workshop and is our 'homeworker' and David Matthews who keeps the area around Meldon in trim.

Simon has done a fine job on one of the two wheeled station barrows that had suffered grievously at the hands of the Polar Express carriage repairers last year. What had been before merely serious woodworm was somewhat exacerbated when the barrow got used to transport various heavy carriage parts. In the end one handle got broken off and the other was very close to suffering the same fate. Simon has replaced all the damaged timber and, fresh in a new coat of paint, it now looks as good as new. All we have to do now is keep the Polar Express people away from it!

Simon has also rebuilt one of the platform sack trucks. A Western Region example (sorry Mr Editor!) from Newton Abbot Carriage Dept. Again new wood has replaced the rotten old and it looks very fine in its new brown paintwork. Now we could really do with someone with sign writing skills to repaint its depot location on the handles. Possibly some one who reads this might be able to help? The colour scheme making an interesting contrast to our mainly green ambience and reflecting the fact that items such as this tended to 'migrate' to other places on the railway system. As the station was latterly under Western Region control this 'relocation' would have been quite possible.

David Matthews continues to keep the visitor area at Meldon near the Sleeping Car and Model Railway Building in fine order. This year, with the lack of trains, it must have been a real test to retain the will to do it. But do it he has and it is a testament to him that it probably has been kept trimmed and tidy better than ever before. He has even managed to keep the area trim around the large pieces of quarry machinery that form the outdoor exhibits. Hopefully we can reward his

efforts with a more comprehensive service of trains next year? Certainly Meldon is the main destination our passengers take and keeping it attractive to visitors is very important.

Carriage and Wagon Group:

Report by Geoff Horner

Lab11

The external grey undercoat is now complete to both sides. Internally, work continues in redecorating the guard's compartment and preparing the generator compartment for the return of the refurbished diesel engine. Hopefully by the time of the next issue of the 'Dartmoor Pony' it will be re-united with the generator unit and the whole set will be up and running once again. Some fairly minor areas of welding over one door and to an area of floor are still to be completed but fortunately no other areas of corrosion have come to light.



Lab 11 with first coat of Rail Blue applied

Photo: Geoff Horner

The decision having been made by the Committee that to retain the



Lab 11 in its BR guise

uniqueness of the vehicle it should be prepared externally in the style in which it first ran on BR as 'Laboratory 11' (Rail Blue and Rail Red/Orange with yellow ends), the first coat of Rail Blue below window level

has been applied.

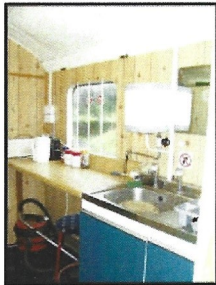
Amongst the usual participants of the C & W team at Meldon there is one member whose work efforts fall equally within the scope of both C & W and Station Maintenance teams and who merits a special word of thanks. David Mathews has worked alone keeping the whole area around Meldon station and also around the sleeping car, buffet car, picnic areas and toilets looking well cared for and tidy in spite of the fact that use of these facilities are still denied to us by the lack of electricity. David wages a constant battle against Mother Nature who is always waiting for the opportunity to shoot up in full and uncontrolled growth the moment she gets the chance, so thank you David for all your work - it is much appreciated.

David is the owner of the sleeping car at Meldon, a berth in which is available at a very modest nightly fee to any volunteer who has far to travel and wishes to stay overnight in what are the very beautiful surroundings of Dartmoor. David can be contacted on 07926 381803

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



DRSA Christmas Cards



There are two designs, both of Class 31's in the snow at Okehampton and both have the option inside of either 'Seasons Greetings' or left blank. The backs of all cards carry the DRSA logo.

The cards are on sale in the Bulleid Buffet on Okehampton station or by telephone order from Christine Horner tel: 01363 82383

Prices from the station;.....	£1.50 per card
	£ 5.00 per 4 cards
Telephone/Mail Order.....	£2.20 per card*
	£6.00 per 4 cards*

*post & packing included

DRSA VOLUNTEERING:

By Jon Kelsey and Geoff Horner, Joint Volunteer Coordinators

Volunteer Inductions: The Volunteer Coordinators have produced a single A4 sheet of basic safety advice for those volunteers who will be active around the railway, along with an A5 form on which to record essential information like next of kin. This does not in any way replace the formal induction which is carried out by DR staff, but is intended to reinforce its message, and provide DRSA with more accessible records. So that our records are complete, we will be applying the scheme to existing volunteers as well as new ones.

Rosie's Diary: Mayhem and Away Days.

By Rosie

Goodness I have so much to bark to you this time! First apologies for missing the last magazine. Time ran out as I had to prepare for a caninecation at Garn Isaf Farm near Abercastle in Pembrokeshire. Rabbits in every field, a place under the table at breakfast and dog biscuits beside the fire in the evening, heaven. Not to mention early morning hour long cliff top walks with the less somnolent of my two legs, Sue. Tom gets hebe jeebes if he sees me with my nose over the edge snorting into an exposed burrow. However we all enjoyed the sandy beaches below which, unlike Dartmoor, I find I can easily rearrange to my satisfaction and catch all sorts of people unawares as I do so.

You know I needed that break. Just look at the responsibility I had to



The way Ahead

Crossing. (Ed: See the PW section) He apparently shouted nearly as loudly as I can when I want to appear really fierce. I do that when low flying aircraft come over and I know it works because they always go away.

However I cannot imagine how anyone can drive Sir Lamiel whom I met on the West Somerset railway on one of our irregular Away Days (of which, much more, later!). He hissed at me in a most aggressive



check the route ahead for the Permanent Way gang on return from vegetation clearance in the Den Brook valley. It also takes a lot of concentration to drive the Wickham when you can be distracted by sheep. Andy managed to herd sheep out of the track on his own as you can see at Corscombe

manner when I posed beside him for a photo. However I regained my composure and took my 2 legs off for an excellent walk at low tide from Minehead to Blue Anchor. If you are fit, like me, you can get completely out of sight while your two legs study whales (I didn't see any) and Dunster Castle. After all that running I couldn't believe my luck in finding a wonderful rest room at Blue Anchor station with a splendid coalfire and kind gentlemen offering me not one but two substantial dog biscuits.



On Guard Duties

Castle even though the guard may have left.

An experience like that dents your morale. Shortly afterwards I was crossing my pawbridge as normal when I saw below big Morris Men clashing sticks, swinging their clothes and jangling their shoes. I froze and dug my claws into the top step. No sane canine would descend into the mayhem below. I suffered the indignity of being dragged down to sit behind the fish van between the compost bins. My 2 leg friend Dennis wanted to know where I was. Immediately understanding my plight he restored my morale with a welcome brunch of sausage, bacon and pasty. (It is a good job that I can shake convincingly when needed!) It is good to regularly meet one's readers,

Talking of castles, I think that is what The Signal Box is really, because I have met a ferocious guard called Bracken living there. One day I wandered in and innocently sniffed a bed on the carpet only to be traumatised by the owner, a black labrador. Now I hesitate to go into the



Well actually. I deserve it

like Tony and Jan Targett on their annual holiday from faraway Christchurch, or Claire from Exeter on the Rover. I have been able to brighten up the station on a dull day by wearing my blue ribbons and then I hear cries of " that's Rosie and she's won a rosette!" After being forced into a ring last year, I had to growl at the judge to keep him away. This year I tolerated the judge looking into my ears, and we got on fine. I've included my photo posing with my proud Number One Mum Kathryn (she rescued me) at Meeth show. Actually I have become a trophy hunter and have three rosettes. I'd also have had a first in the Fun Agility Class if only 2 legs Sue had driven me more smoothly in the wheelbarrow going around corners!

Now I mentioned Away Days earlier and the next one is based on a rather good idea of Roger Filer-Cooper, which will give me a chance to get paddle steamer experience on a river. Everyone is invited to join me for a Steam Away Day. The first Steam is on land from Paignton to Kingswear and the second Steam is on the River Dart. Actually I have trained my 2 legs to halt the train for me to ride from Coplestone on the Tarka line so we shall begin our day there, and change at Exeter St David's. There will be time for elevenses at Paignton before meeting the first steaming monster. Then at Kingswear we take the pawferry to Dartmouth and there will be time for a nose around in the park before boarding the Kingswear Castle for an afternoon cruise. The arrival time back in Paignton will give us daylight again to enjoy the sea views at Teignmouth, Dawlish and Starcross. Perhaps Charlie and Freddy can pad along too! 2 legs and four legs are both welcome.

I have barked long enough. Time to stretch out in the sun.

Details of Rosie's Steam Away Day on Thursday 26th September 2013.

Anyone who would like to come along is welcome. As we come from different start points it was felt that the only organisation would be of the times of travel to and from Paignton and Dartmouth. The idea is to enjoy both a steam train round trip and a coal fired river paddle steamer trip on the Kingswear Castle, and each others company for whole or part of the day. The combined steam trip is Adult £26.50 and

concession £24.50. Tickets can be bought online at dartmouthrailriver.co.uk and dogs are welcome for £1. Everyone to make their own booking arrangements as my doggie allowance wont stretch to paying for all of you.

Steam Train & Paddle Steamer

Paignton	dep. 12.15	arr. 17.30
Kingswear	arr. 12.45	dep. 17.00
Kingswear	dep. 13.15	arr. 16.45
Dartmouth	arr. 13.30	dep. 16.30

Paddle Steamer departs Dartmouth Quay at 14.00 returning around 15.00

Rail Connection via Exeter

Coplestone	dep. 09.24	arr. 19.22
Exeter (St D)	arr. 09.48	dep. 18.57
Exeter (St D)	dep. 09.58	arr. 18.46
Paignton	arr. 11.00	dep. 17.53

The Doller Railway Alsace – Part II

Text and photographs by Geoff Hornetr

The locomotive for the day (just the one in steam) was 0-6-0 tank engine No.1658 'Couillet' built by Forges du Hainaut in Belgium in 1912



No.1658 and builders plate



The train consisted of six four wheeled wooden bodied carriages of various ages and origins with wooden slat seats including four that originated circa 1872 on the Montpellier to Palavas railway on the south coast of France



Typical carriage interior

On leaving Sentheim the train heads in an easterly direction to the next station (now unused) at the village of Guevernheim where it paused whilst the crew opened the level crossing barriers

and then again whilst the barriers were closed and the crew rejoined the train.

Operating the level crossing barriers
Continuing onward the line runs through mainly undulating pastoral and wooded countryside.



Scenery en route

It then gradually turns in a more northerly direction to station at Burnhaupt.



Rolling stock at Burnhaupt station

Here there is a short wait whilst the train crew make their way through the train warning passengers not to lean out of the windows whilst the train crosses the steel girder bridge over the River Doller, there being no more than 6" clearance between the carriage sides and the bridge girders. There is also another manually operated level crossing here.



The bridge over the River Doller

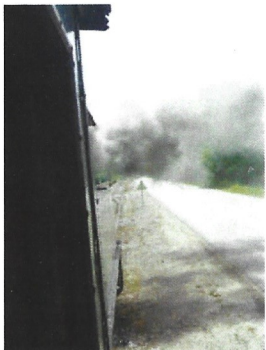
After crossing the River Doller the train continues in a northerly direction passing through the station at Aspach before arriving at Cernay St-Andre, the northern terminus of the line, after a trip of about 45 minutes. Here passengers making the return journey have to alight whilst the loco backs the carriages a short distance back along the main line to where there is a passing loop. The loco is uncoupled and the carriages are left on the 'main' line whilst the loco runs through the loop and then backs on to the train once again, is coupled up and the carriages propelled back into the station for returning passengers to re-board.



No.01658 running round at Cernay



No. 1658 waiting to leave Cernay with the 15.30 departure



No. 1658 gets to work leaving Cernay

The return journey back to Sentheim followed much the same pattern as the outward journey with the same pauses whilst the level crossing barriers were operated and the warning about the limited clearance at the bridge. However on arrival at the mid-point station of Burnhaupt passengers alighted and one of the train crew volunteers gave a talk

lasting approximately 10 minutes about the line and its history.

Following this there was time to wander freely around the sidings and maintenance shed where a number of locomotives and other items of rolling stock either undergoing maintenance or restoration were to be seen. Steam locos included an 0-4-0+0-4-0 Henschel Mallet of 1912 plus 0-6-0T No.51 of 1914. Amongst the diesel power represented was an ex SNCF Bo-Bo diesel electric BB63754 of 1960 and No X5852 an ex SNCF Renault Autorail diesel railcar of 1954.



Small unidentified 0-4-0 diesel shunter with 1 a 1954 Renault Autorail diesel railcar No. X5852 behind, on shed at Burnhaupt

On shed at Burnhaupt, ex SNCF BB63754 on right



1954 Renault Autorail railcar 1914 X5852 showing the raised driver's cab



0-6-0T No 51 by La Meuse of Belgium



1912 0-4-0+0-4-0 Henschel Mallet inside the shed at Burnhaupt with 1914 No51 0-6-0T in front

common garden hose – a la Okehampton!

During our time going around the shed the loco had been watered. It was interesting to note that in spite of the presence of the traditional water column use was made for this purpose of the



Watering and the tour of the shed completed the train was re-boarded and we set off once again on our return trip to Sentheim which was reached 10 minutes late at 17.00, the stop at Burnhaupt having lasted that bit longer than the 35 minutes allowed in the timetable. Nobody seemed in the least bit concerned!

Watering

The members of the TTDA, which was formed in 1971, are all volunteers who give their time freely to the promotion, operation maintenance and restoration of the railway – as it says on the website, all “railwaymen by passion”. All the locomotives and

carriages have come to the railway from industrial, secondary rail companies or the state SNCF thanks to the perseverance of the members. As the website says

“The volunteers of the TTDA association have developed the workshops at the station of Burnhaupt into a repair centre of great interest as far as technique and heritage are concerned. The skills and know-how that are being developed and retained by the volunteers of the association are unique and keep developing as the many new challenges are faced and overcome. The TTDA volunteers carry out the complete maintenance of the locomotives on their own from the boiler to the axles. The railway offers volunteers the opportunity to turn their hands to almost anything, from mechanics, to joinery, electricity, general railway works, or even printing. Anyone can find a way to express their talents! The summer working schedules are very busy so wherever possible the important restoration and maintenance work on the locomotives, carriage and wagon stock, track or the buildings take place every winter.”

Should you find yourself in this corner of Alsace one Sunday with time to spare we would definitely recommend you taking a trip on this friendly and welcoming line.

Christine & Geoff Horner June 2013

All photos by Christine & Geoff Horner except the working of the level crossing and the bridge over the River Doller both off Google by Daverailpics

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.

Great Britain V – April 2012 – Part V

By Peter Ritchie



I left you at the end of Part IV at Bristol where we stayed overnight at an hotel. The

next morning proved to be a bit blustery with the promise of rain. The train for this part of the tour was to be double headed by Tangmere (leading) with Oliver Cromwell tucked in behind. This proved to be the case and so we set off in grand style from Bristol Temple Meads. With a fairly high humidity in the



Bristol Departure



Exminster

Photo: P Wagstaff

atmosphere, Tangmere seemed to blot out Oliver Cromwell with her exhaust steam. She was certainly laying down a very steamy trail. Philip Wagstaff was on hand to witness this when he took the photograph at

Exminster. Just further down the track at Dawlish Sally Sellick was there to capture the train rounding a bend. There seems to be no sight of Oliver Cromwell in either picture. Still, we made our watering stop at Plymouth with relative ease. A number of DRSA



Dawlish

Photo: S Sellick

members were there to greet us before we got under way again to cross Brunel's famous bridge into Cornwall. Passports were duly presented at the border before we headed off into the darkest depths on our way to the terminus at Penzance. All the way down we were shadowed by a West Coast Railways Type 47 diesel locomotive which was going to be hauling us back to Bristol. The nearest turning point for locomotives was St Blazey which was out of reach time-wise for us to have steam haulage back without an 0200 arrival in Bristol. So diesel it was. Penzance was not at its best with intermittent drizzle and high winds. There was time to wander round the town and the port before we were due to head back north.



Tangmere at Plymouth



Oliver Cromwell @ Penzance



Tangmere @ Penzance

The return to Bristol was not very memorable and we swiftly found our hotels again to rest our heads for another night in the city.



Ready to go - Bristol

The last day, Sunday, had the skies full of dark clouds and lashing rain falling from above. Our motive power for our last

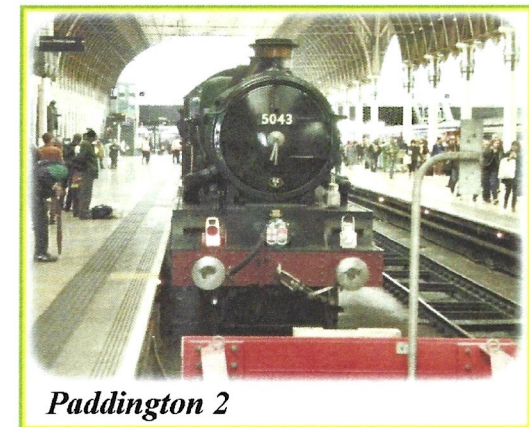
day was to be The Earl of Mount Edgcumbe, a Castle Class



Paddington 1

locomotive of Great Western design. The plan was for us to head north from Bristol to Gloucester where our engine would run round the train using the triangular layout at the station to turn so that it would still be smoke box first for the rest of the journey to Paddington. The weather maintained its dour

appearance, discouraging most lineside photographers except for a few hardy souls. It didn't bother us too much as we ate our way through another sumptuous meal sitting in our deep pile seats.. It really is a most enjoyable way to travel. I have to admit that I put on half a stone in weight over the nine day period. Arrival at Paddington was on time and we were all too soon dispersing to all points of the compass.



Paddington 2

The Dartmoor Pony – Your Magazine

Both the production costs and the cost of postage to all our members continue to rise and they form a large part of the financial outlay from the Association's budget. If there are any members who would like to receive their copies by email, the Membership Secretary would be more than happy to email the 'Pony' to them . If you wish this course to be taken then please contact the Membership Secretary making sure that he has your current email address

Okehampton Station Museum: Progress Update

John Caesar, Museum Coordinator

The Station Maintenance Team has been making steady progress with the refurbishment of the museum on Platform 2. When we started the project the museum contained a somewhat incoherent mix of railway memorabilia and deteriorating images, and our aim was to create a less cluttered display which focused upon the story of the Dartmoor Railway (and in particular Okehampton station) from its



The Museum as it was Photo: J Caesar

construction in the 19th century to its restoration at the end of the 20th century.

A small grant was obtained from Devon County Council, facilitated by Christine Marsh, and this is being put to good use. The room has been repainted, new display boards have been obtained thanks to Geoff Brooks, and the displays are in the final processes of being refreshed and re-organised.

Hopefully an event to mark the completion of the refurbishment will be forthcoming.

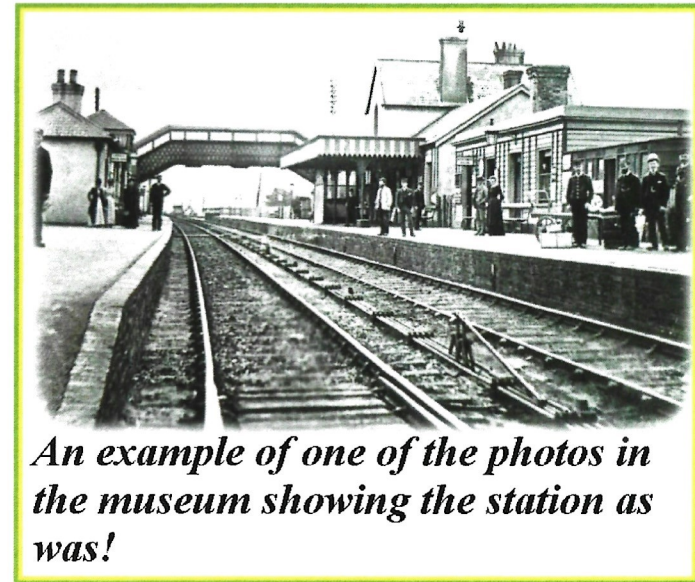
A number of new and interesting items have been placed on display. Richard Westlake has been very generous in lending us many items from his collection and providing information, and the Museum of Dartmoor Life in Okehampton has



The Museum display as it is now Photo: J Caesar

been helpful in supplying us with a selection of the railway images from their collection.

The team has also been active in compiling a number of information sheets to provide additional interest for visitors, and some of these can be found around the station, for example on the GUV and the ferry van on Platform 1. They can also be downloaded via the DRSA website.



An example of one of the photos in the museum showing the station as was!

In the longer term we would like to be able to expand our exhibition space, although the current uncertainty has unfortunately led to us postponing our plans to begin on a display area at Meldon about the railway, the quarry, and the industrial and geological heritage of the area.

Next time you are at the station, why not pop over to Platform 2 and see what we've been up to? We have a visitors book and welcome feedback on the displays. We would also still appreciate any offers of relevant artefacts or images of the local railway prior to 1997. Please contact us at museum@dartmoor-railway-sa.org or find one of the Station Maintenance Team members at the station.