



The Dartmoor Pony Autumn/Winter 2014

SUPPORTERS'
DARTMOOR RAILWAY
ASSOCIATION

THE DARTMOOR PONY

The Magazine of the Dartmoor Railway
Supporters' Association

No.20 Autumn/Winter 2014 £2.00



Exeter – Okehampton –
Plymouth?
Vandalism at Meldon

The DARTMOOR PONY

Issue No. 20

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The views expressed in the newsletter are not necessarily those of the Dartmoor Railway Supporters' Association.

FRONT COVER: The Visit of the Patrick McLoughlin MP,
Secretary of State for Transport to Okehampton and Meldon, 29th
October
Photo: P Wagstaff

BACK COVER:

At the height of the devastating storm – two photographs taken by
Dave Clegg, a resident of Dawlish

Photo: Dave Clegg

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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



My goodness, hasn't the year flown by? There are potentially exciting things in the air. After spirit-raising visits to Okehampton by Government Ministers and their minions there is a chance that Plymouth might just be on the horizon for the Dartmoor Railway. You will be getting the news from the Chancellor of the Exchequer before you receive a copy of this magazine. We intend enclosing a flyer with the Pony with the news when it is posted to you. Whatever you think, the position of the Association is spelt out quite clearly on the Statement put out on our web site originally and found from page 6 onwards.

When I think back to some six or seven years ago on the Dartmoor Railway and consider what we appear to have given up over those years, I sometimes wonder that we still have volunteers coming forward. We have seen the railway divest itself of both the shop and the cycle hire. The shop remained in private hands until recently but even that is shut now. Poor old Roy Gibbs, one of the 'Founding Fathers' of the resurrection of the station, must really be turning in his grave. We have seen a number of steam hauled excursions lift hopes only to see them turned away. Yet still through it all, our stalwart band of volunteers, which still number about thirty, have got on with the job in hand – C&W, Stations Maintenance, Buffet Staff, Train Staff, Line-side Clearance Teams, they have all continued to work for the benefit of the railway. The graffiti attack on the out-shopped Lab 11 would have broken most people's hearts but C&W have cleared up the mess and have continued their progress on that task.

Throughout all this, negotiating the DRSA/Granite Line trains, has been a very hard working friend, Nigel Remmington. His task has been formidable yet he seems to continue with a certain dogged determination. There is more about his part in proceedings in the minutes of the AGM.

Regrettably, we have seen the passing of two of our long standing volunteers, Chris Baber and Tony Bradbury, They will be sorely missed. Others have moved on with Graham Kelly resigning his post as Duty Manager and Mike Fairburn of BARS moving to different pastures. Paul Martin has relieved the situation vis-à-vis Duty Managers and we have welcomed the sure hand and knowledge of Graham Isom on his return to the scene.

Next year Thumper will be out of action with a lot of maintenance due on both running gear and machinery due. If facilities can be provided in time then Nigel Remmington's Thumper will be joining us. This is still subject to some improvements of track facilities.

It remains for me to wish you all a happy Christmas and a Peaceful and Happy New Year

The Railway

Thumper has given exemplary service over the season ending with a celebration of 'Not The Last Thump' on September 28th running down to the boundary and back. Various locos have visited with two Class 20s removing last years PE locos, two Class 31s of



DCR removing Waverley and latterly a 31 bringing the 50 and the 33 for this years PE. The railway received a special train from First Great Western on 29th October conveying the Secretary of state for Transport who came to look at the state



of the railway for himself. The train also took him up to Meldon where he inspected the viaduct. Interestingly, whilst up at Meldon, he saw our 'Orange Army' (C&W) and asked to meet them. He spent a short



while with them seemingly sounding them out on their views of the line. In the meantime all the regular working parties have been doing their bit. This year has been slightly better than last year with an agreed policy for running trains (Thumper) on a Track Access principle. The main problem was that it was a

bit piecemeal until DR gave up the idea of dining trains. The final go-ahead for the last half of the season was not given until June. This meant that publicity material could not be created until far too late in the season. A further knock-on effect of the phantom dining trains was the reduced Sunday Rover service – it was reduced to allow for the expected midday dining train on Sundays.



Waverley on her way behind two 31s

The 2014 Polar Express has



50 and 33 at Oke

started running with a Class 50 and a Class 33 in attendance. A type 47 will be joining shortly to provide back up for the other two. Unfortunately, the 08 shunter has been drafted in already after a failure of the 50. Such are the vicissitudes of life. It is rumoured that the 47 will be a refurbished 'Waverley'

'Laboratory 11' – Update on progress

Report by Geoff Horner

Members will recall that it was late 2011 that the former BR Tribology Section Laboratory 11 carriage of the Derby Research and Development Division test train arrived at the Meldon yard having been purchased by DRSA from the Great Central (North) Railway earlier that year. Since then the Carriage & Wagon Group have been working hard towards bringing it back into service.

By the end of March 2014 Lab 11 had been repainted into its original BR Research livery with just the appropriate lettering remaining to be applied.



Operational requirements on the railway then required that it be moved out of the shed and sited in what we all believed was a secure location in the yard at Meldon.

We were completely devastated therefore by what confronted us on April 1st by finding that the graffiti vandals had climbed the fences into the quarry and demonstrated their pointless 'art' on the newly finished carriage thereby nullifying the efforts of the C & W volunteers who had



laboured so hard for the previous year and a half (The DRSA owned

LMS brake van and two of the carriages hired in by BARS for last Christmas's Polar Express were also attacked). The C & W Group can only express their grateful thanks to everyone, DR and DRSA, who immediately got stuck in to the cleanup, and also to BARS for their offer of assistance with the purchase of paint. The photos above



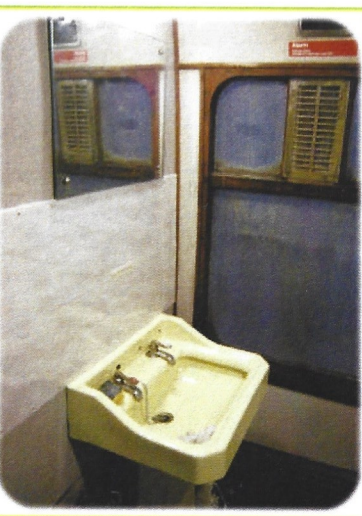
clearly show the extent of the damage caused.

Fortunately after a few weeks of working outside in the variable Dartmoor weather (sometimes too hot, sometimes too wet!) we were able to have Lab11 moved back inside the shed where the hard work of repairing the damage could really get under way.

By the third week in July one side had been rubbed down, prepared and undercoated ready for its top coats of

rail blue. By the same date the other side was once again resplendent in its first

recoat of unblemished rail blue.



Since then the rail blue has been completed with the application of two coats to both sides, the ends repainted in rail blue and rail yellow respectively and all the damaged orange areas restored. All that now remains to do externally is to re-apply the white



lining and then the exterior decals. So some seven months after the graffiti attack we have eventually got back to where we were on 31st March

Whilst the graffiti damage was being repaired other members of the C & W Group also managed to make good progress with the total rewiring of the internal electrical systems, replacing the ceiling panels and the internal side panelling. A major milestone was reached on 24th July when the new saloon lighting was switched on for the first time. With heating and power circuits also restored the electrics are now ready for the final connections to be made. This is dependent on the completion of the work to the generator which has now resumed after a brief lull and will hopefully be running by the end of the year. The interior panelling to the saloon has now received three coats of wood stain, the next step being the application of two coats of varnish. Other areas of the carriage are also making steady progress towards completion. We have in mind a final target date of Easter 2015 for Lab11 to be a fully operational vehicle once again

The Enormous Dawlish Pothole

Article and photographs by Dave Clegg – a resident of Dawlish

Well! It's been really exciting in Dawlish this February! We've lived here since 1997 but have never experienced storms like these recent events which created a 100 meter pothole



in the railway line cutting England off from Cornwall. The local news bulletins have focused on the damage to the tourist industry - but have neglected to mention that with over 300 Network Rail and other HiVis-clad construction workers in Dawlish, plenty of media personnel, the odd visiting minister (and prime minister) plus hordes of Joe Public complete with cameras (Yes, I saw you!), our little town is probably not doing too badly at the moment, even if it is just increased pasty sales.

But there is real concern about how long it will take to re-open the line. And importantly for us (DRSA), we will also be wondering what decision will be taken about additional or alternative rail routes to the South West, of which five have been proposed. Meanwhile, this is where we can all indulge in our own fantasies. What are yours? Mine? Well, as an ex-Southern man, I'd like to see the Southern route via Okehampton and Tavistock re-instated: and also to have the line from Exeter to Waterloo redoubled in its entirety to serve not only as a



diversionary route to Paddington via Yeovil and Westbury (necessary because of frequent Somerset flooding), but as a mainline again in its own right, i.e. as it "should" be. This would allow through

running to Plymouth without reversal at Exeter. And most importantly, both Tavistock and Okehampton would benefit greatly, as would other outlying areas of West Devon and North Cornwall. Both of these expanding towns deserve to be rail-connected, particularly towards the capital. Others will think differently of course.

However, what would that decision mean for us? Obviously Dartmoor Railway would cease to exist, together with DRSA/Granite Line Ltd's hopes of running expanded heritage services. But DRSA could perhaps re-invent itself as a Community Rail Support Group like that which gives such valuable support to the Tarka Line (the Barnstaple branch). But whatever decision is taken on a new route it will take a long time before things start to happen on the ground - though I imagine the Okehampton route might be quicker to implement than the other options: and this could make it a front runner. Speed of implementation is in itself an important consideration bearing in mind the increasing frequency of adverse weather conditions. But what are your views? Do please write and let us know!

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.

Tony Bradbury and Chris Baber

We are sorry to have to report that during the course of this year the Carriage & Wagon Group have lost two longstanding volunteer members, and co-incidentally brothers-in-law, Tony Bradbury and Chris Baber, both after a long fight against cancer. C&W member David Clegg penned these tributes.

Tony sadly passed away in April. Tony, like his brother-in-law Chris, was not only a railway enthusiast but also a keen classic car devotee. Tony was a regular member of our Carriage & Wagon restoration team for several years and his very presence and humour will be greatly missed. Apart from his skills, particularly with the paintbrush, and his willingness to tackle any job, he was a marvellous "character" - just the sort of person you need to have around in a team. He will live on in our memories for a long, long time.

Chris ,who joined the group with his brother-in-law Tony , sadly passed away in August.. Chris was also a classic car enthusiast and several



members of our group had the pleasure of driving his heritage vehicles at local classic car events (in my case, not very well, as he cheerfully pointed out over the loudspeaker!). He brought the same high standards of workmanship he employed on his cars to railway preservation and absolutely refused to accept any paintwork on our carriage restoration projects that he felt was not up-to-the-mark. All of the team learned a great deal from his skills and it is true to say that the high regard that our C&W work has received from many people over the years has been largely due to him, and the skills he passed on to the rest of the team.

Both Tony and Chris are greatly missed and our thoughts go out to their widows, Beattie (Tony) and Doreen (Chris) and their families.

Photo Geoff Horner

DRSA AGM 2014

Minutes of AGM held on Saturday 17th May 2014 at the Ockment Centre Okehampton

The meeting was opened at 19.05 by Geoffrey Horner acting as Chairman in the absence of Dick Henrywood due to ill-health. Thirty-two members were present.

Apologies for absence were received from Dick Henrywood, Philip Wagstaff, Philip Hull, Graham Kelly, Graham Parkinson, Clive Warneford, John Scotney, Peter Ritchie, Mary and David Trant.

The minutes of the AGM held on 18th May 2013 were agreed, for signature by the Chairman at a later date.

Chairman's Report. The Acting Chairman gave a brief outline of significant events that had happened during the year. These included special trains, the visit by "Clan Line" on a charter, the formation of Granite Line Ltd (GLL), 'skid-pan' training by FGW, C&W issues, and the seasonal Polar Express trains. He thanked those who had volunteered and all members for their support which had enabled the railway to continue. Particular thanks were due to Mary Trant (buffet), David Trant (engineering) and Kay Mills (fund-raising). There had been a number of set-backs particularly the graffiti attack on coaching stock at Meldon, and also the continued lack of electricity supply which had impacted on C&W restoration and prevented the use of the Meldon buffet. However, there were positive developments to report as would be shown later.

Committee changes. Turning to the re-election of Committee members as per the constitution, the Acting Chairman reported that Philip Wagstaff, Peter Ritchie, Sue Baxter and Jon Kelsey all stood down by rotation but were willing to stand for a further term of office. George Palin proposed and John Coxon seconded.

Granite Line Ltd. The Acting Chairman explained that in the changed circumstance there was no Dartmoor Railway report this year,

but that Peter Chapman, GLL Board Member, would provide an update on developments.

Peter introduced himself and explained that his role on the GLL Board was as Operations Director and that in addition he performed driving duties and helped manage the DRSA website and DRSA Facebook page with Jon Kelsey. He explained that a decision had been made to set up GLL after BARS had decided to terminate the operation of heritage trains. The other Board members were Dick Henrywood (Chair), Nigel Remmington (Finance), Roger Webster (Publicity) and Philip Wagstaff (Secretary).

Initially, trains were 'chartered' from BARS and although these covered their costs, this approach was not considered a long-term solution. Most importantly through the efforts of the Board, and particularly Nigel, we have now moved from a point of having no communication with BARS, to a situation where our communication with Mike Fairburn (acting General Manager of both DR and the Weardale Railway) is now very good. Mr Fairburn also now reports directly to Howard Clark (Iowa Pacific Chief of Staff) in the States and this has made overall communication less convoluted. As a result, our heritage services now run on the basis of a 'Track Access Agreement' whereby payment is made to BARS on a mileage and tonnage basis, using BARS safety case and insurance. These arrangements still necessitate GLL breaking-even, or better still, making a profit. Another indication of improved communications is that GLL is invited to attend DR management meetings. At the moment, heritage trains have only been secured until July, pending decision on the proposed BARS dining trains. However, other developments in the pipeline include a Jazz train on 24th May, possibilities for enhanced track infrastructure at Okehampton including a loop and sidings, the desire to re-open the Meldon buffet, and further exploration of the case for opening an interchange station at Yeoford with the Tarka Line (DCC are now actively discussing this with DRSA/GLL).

In summary, Peter Chapman pointed out that a comparison with the situation a year ago shows tremendous progress has been made, and he paid tribute to his fellow Board members who have performed a colossal amount of work since GLL was set up. He hoped that there

would be further progress to report next year, and asked all DRSA members for their support in moving forward.

A number of questions were then raised about the unsatisfactory DR website, problems with DRSA website (in hand), Polar Express for 2014, and national events which had a bearing on the line. These were dealt with by Peter himself, who also mentioned that Nigel Remmington's 'Thumper' was currently being restored at the West Somerset railway and it was hoped that the two units would run together for an event in October.

Treasurer's Report. A report was circulated. This showed a satisfactory situation with a slight increase in funds. The Treasurer highlighted the benefits to DRSA of the Easy Fundraising web-site, the contribution from Kay Mills' bric-a-brac and book sales, and Peter Ritchie's sponsorship of Lab11 restoration.

Membership Secretary's Report. A report was circulated. The percentage rate of renewals was similar to last year but the break in train services has hit recruitment. Now that trains are running again, it is hoped that there will be some improvement.

Keeping members informed. Consideration is being given to distributing the Dartmoor Pony Magazine by email rather than post where possible which could save substantial printing and postal costs – likely to be well over £1000 pa. The views of members present at the meeting were sought and a show of hands indicated a significant level of support for this proposal.

Any Other Business. Next year provides the 150th anniversary of the opening of the line to North Tawton. There is possible scope for cooperation between DRSA and North Tawton Town Council and Historical Society to arrange a suitable event. September 2014 marks the 50th anniversary of the last Atlantic Coast Express. A steam charter train is scheduled to call at Okehampton, but there may be scope to arrange additional events (*E: It didn't come up to Oke*). Geoff Horner thanked all those present for attending the AGM. Mike Ireland

proposed a vote of thanks to the committee for all their hard work. The formal part of the meeting closed at 19.50.

DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2014

RECEIPTS AND PAYMENTS ACCOUNT

	Unrestricted Funds	Designated Funds	Restricted Funds	Total for 2013/14	Total for 2012/13
Receipts					
Membership	4146.00			4146.00	4821
Donations	2317.93			2317.93	3068
Pony Magazine	152.00			152.00	224
Cards, books and other sales	252.7			252.70	1497
Bank interest	0.87			0.87	1
Model Railway	494.97			494.97	0
Granite Line Ltd	2196.60			2196.60	0
Grant for Museum			0.00	0.00	350
Lab11 Donation			1836.59	1836.59	149
Okehampton United Charities grants			0.00	0.00	1134
	<u>9581.07</u>	<u>0.00</u>	<u>1836.59</u>	<u>11387.66</u>	<u>11244.00</u>
Payments					
Stationery, postage & general printing	1359.64			1359.64	1563
Pony Magazine printing	1942.50			1942.50	2698
Carriage, Wagon and Station refurbishment costs	1271.08			1267.96	1417
Model Railway purchases	0.00			0.00	320
Cards and books for resale	0.00			0.00	511
Granite Line expenses	3379.76			3379.76	0
AGM, administration and Examiner costs	179.25			179.25	281
Miscellaneous Expenses	307.58			307.58	318
Lab11 expenditure			2,080.10	2080.10	159
Water Tower		0.00		0.00	657
Museum			250.99	250.99	57
Okehampton United Charities expenditure			457.69	457.69	664
	<u>8439.81</u>	<u>0.00</u>	<u>2788.78</u>	<u>11225.47</u>	<u>8645</u>
Excess of Receipts over Payments	1121.26	0.00	-952.19	172.19	2599
Bank and cash balances at 1st April 2013	12962.23	2880.14	753.25	16575.62	13976
Bank and cash balances at 31st March 2014	<u>14083.49</u>	<u>2880.14</u>	<u>-198.94</u>	<u>16747.81</u>	<u>16575</u>
Analysis of Designated Funds					
Yeoford		1517.00			1517
Water Tower		1343.14			1343
		<u>2860.14</u>			<u>2860</u>
Analysis of Restricted Funds					
Okehampton United Charities			-457.69		470
Devon County Council -Museum Grant			-250.99		293
Peter Ritchie Lab11 Donations			-243.51		-10
			<u>-952.19</u>		<u>753</u>

DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2014

STATEMENT OF ASSETS AND LIABILITIES

Bank and cash balances	16744.69	16575
Assets retained for Association's use:		
Brake Van (February 2011)	1900.00	
FK Coach	13000.00	
LAB11 Coach	11000.00	
Brake Van	3000.00	
Water Tower	1000.00	
	<u>29900.00</u>	

The assets were valued by Julian Pope in April 2014

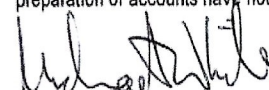
INDEPENDENT EXAMINERS REPORT ON THE ACCOUNTS OF DARTMOOR RAILWAY SUPPORTERS ASSOCIATION

Financial Statements for the year ended 31st March 2014

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
15th April, 2014

DARTMOOR RAILWAY SUPPORTERS' ASSOCIATION

FUTURE OF THE OKEHAMPTON LINE

In the light of the recent disruptions to the railway system in Devon and Cornwall caused particularly by the collapse of part of the sea wall (and other problems) at Dawlish but also the well-known problem of flooding at Cowley Bridge junction, the future of the Okehampton line has come under scrutiny. As many members will be aware, Network Rail are currently evaluating the position and intend to issue a report, believed to be scheduled for July this year. The report will concentrate on rail resilience in the area and considerations are being given to various alternatives, including multiple options for by-passing Dawlish but also the possible reinstatement of the Okehampton line to Plymouth. It is timely for the DRSA to consider its attitude to such an event.

The objectives of the DRSA as defined in the constitution are:

- (1) to encourage the recruitment of volunteers and other supporters of DR and to keep them in touch with developments,**
- (2) to provide a vehicle for communicating views of supporters to DR management,**
- (3) to support the development and operation of the railway's heritage and other operations; and,**
- (4) to promote interest in the history and operation of DR through education and other appropriate means.**

Obviously there will be no change if Network Rail decides against any developments which involve the Okehampton line. However, should the line merit further consideration there would be a range of options, ranging from full reopening as a mainline through to Plymouth down to limited re-opening purely as a diversionary route for use when the Dawlish line is inoperable.

Current indications are that Network Rail is considering the Okehampton line's use for diversion only and will continue to maintain the Dawlish route. Apparently they are legally committed to maintaining the sea wall, even if no trains use it, so the potential financial benefit of abandoning the route is not so great as might be thought. It is also taking into account the extra time taken to reach Plymouth compared to the existing route, and also the fact that the Okehampton line serves very small centres of population compared to the line through the Dawlish, Teignmouth, Newton Abbot, Torquay conurbations. However, should the Okehampton route be re-opened for diversionary purposes, it would also be available for local services serving Okehampton and Tavistock, and the possible use for freight, relieving pressure on the current route.

If the Okehampton line were to be taken into full Network Rail ownership as a major line, it is unlikely that heritage services would be allowed to continue and there would be no future for the DRSA in its current form. We envisage that the Association would have to change, becoming more of a pressure group along the lines of the nearby Barnstaple line's Tarka Rail Association.

The position of Aggregate Industries as the line's owner is not clear, although they would presumably be happy to see the line pass into Network Rail ownership, subject to suitable compensation of course, provided it remained open for possible use by stone traffic, should Meldon Quarry be re-opened at some stage (it is currently mothballed, not abandoned). Remember that AI recently offered the line for sale anyway, albeit with no result.

The position of Dartmoor Railway CIC, who currently lease the line, is very debatable. Remember that DR CIC is owned by British American Railway Services (BARS) and hence by Iowa Pacific Holdings (IPH) in the States. The attitude of the American owners is not known but we have to be clear that they operate as a commercial organisation and they are likely to take an appropriate financial attitude.

There are clearly a number of lesser possibilities, some of which would leave pretty much the status quo, i.e. with no changes to the DRSA, while others (for example Devon County Council and Okehampton Town Council's interest in a daily Exeter to Okehampton service) may well require changes.

Following discussion in committee, the official DRSA attitude is that in principle we support the possible reinstatement of the Okehampton line as a working part of the national network. In a way, this could be considered "job done" in that the future of the line would then be assured. We would then need to evaluate ways in which the association should change as a prelude to continuing to support the line in the future.

Contributions to this discussion by DRSA members would be welcome.

Committee of the Dartmoor Railway Supporters' Association

Chairman:- Dick Henrywood

Secretary:- Jon Kelsey

Treasurer:- Christine Horner

Membership Secretary:- Peter Flick

Joint Volunteer Coordinators:- Jon Kelsey, Geoff Horner

Dartmoor Railway Representative:-

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

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

Tree Cutting

Text and photos by AnrewTurner

During the weeks following the Christmas/New Year break the Dartmoor Railway P-Way workers, Alan Cocker and Andy Webb, have spent a part of their working week cutting down lineside trees and foliage that abounds along the line to the boundary at Coleford. They were working at various locations to allow views of the surrounding countryside to be enjoyed by passengers but especially those on the dining trains, due to run in summer. (Ed: They did not actually run at all).



The Task Ahead

On most Tuesdays they were joined by a few hardy volunteers



Hard at work

who certainly helped to speed up the clearance. While Alan cut the trees down, John Wills provided the second chainsaw to cut the trees up into manageable pieces so that Peter Wills, Sue Baxter and the two Andys, Webb and Turner, could throw the branches on to the fire. Alan starts the day

giving a safety briefing and informs the gang of the days work and location before setting off, on the trolley, at about 0900 from Okehampton station. On reaching the site the

first priority is to get the fire started, which has been difficult with all the wet weather over the winter. Usually a cuppa follows, then the work can start in earnest. The pictures are from the line just before Fullaford overbridge with a steep embankment and muddy field making work a bit difficult. However the gang achieved a good clearance on both the up and down sides which hopefully all



Up side almost done

passengers and traincrew will enjoy whether they are on Granite Line trains or the Sunday Rover.

The gang certainly enjoy opening up the views and always manage to sleep well on a Tuesday night. It is a good way to keep fit and to see the line from track level

certainly gives an appreciation of the building of the line 150 years ago.



John watches, Peter works

TRIP TO THE WITHERED ARM:

Text and photographs by Andrew Turner

On Thursday 27 March a group of us from Dartmoor Railway visited the West Somerset railway which was holding a 'Withered Arm' theme



Spring Steam Gala. Leaving Okehampton at 9am, we arrived at Bishops Lydeard (known as Crediton) in time for the 1045 departure behind Battle of Britain unrebuilt 34070 'Manston'. A great Southern style departure heading for

Bridestowe, as all stations had been renamed for the gala. It would be the only time a train travelled direct from Crediton to Bridestowe without passing through Okehampton!!

We all alighted at Halwill Junction to visit the carriage works, a trip kindly arranged by Nigel Remington and the highlight was seeing Nigel's Thumper being renovated in the works. We were also shown the other work being carried out around the yard and a big thanks to Ray Waldron who was the man to show us around.



Steamy Manston

Then it was on to Ilfracombe or at least Minehead as we know it.

There were turntable demonstrations and our group made their own way throughout the afternoon, exploring the along the line, some sampling the local watering holes of course. Other southern engines

were 34007 'Wadebridge' and 31806 'U class' which took us all back



Wadebridge on the Devon Belle

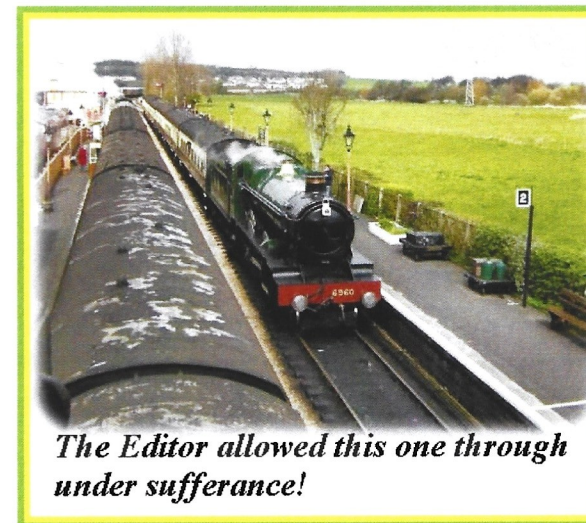
to Crediton. Other locos were made up of GWR home fleet stock plus guest 5322. Thanks to Graham Kelly for driving the bus. The weather was kind and a great day out was had by all.



Nigel Remington's Thumper, No 1129, gets the treatment in the Restoration Workshop



And the S&D put in an appearance



The Editor allowed this one through under sufferance!

YOUR DARTMOOR PONY

Those members who attended this year's AGM may recall the approval of new proposals for the distribution of our magazine, 'Dartmoor Pony'.

For issues after this one, members whose Email addresses we have on record will receive Dartmoor Pony by Email. Members who are not electronically connected will continue to receive printed copies by post, as will, too, any member who specifically requests them. Your contact for opting out of the receipt of Dartmoor Pony by email will be the Membership Secretary, Peter Flick, whose address is Copse, Sticklepath, Okehampton EX20 2NR. Telephone Number 01837 840670. Email prflick@dartmoor-it.co.uk.

We thank you for your cooperation in this change which is intended to save the Association some of the ever increasing costs of printing and postage.

The 'Clan' Project – Part 2

By Bob Ife



In the meantime, thanks to the continuing loyal support of the membership, sufficient funds were being accumulated to enable the missing lower cast steel frame stretchers to be ordered. It took months of patient work to initially find a foundry that was prepared to make these large, one off, castings. Eventually Norton Cast Products of Sheffield said that they would be able to make them for us.

First of all, patterns needed to be made. The first of the patterns was made for us by Brian Oldford in his workshop. The pattern was forwarded to Norton's and slotted into their production schedule. This gives a lead time of approximately ten weeks.

On 18th April we got the call. Your first stretcher has been cast. There was great rejoicing at this news: we were moving forward at last. The stretcher is now at our parts store, waiting machining. The pattern was returned to Brian Oldford, who used it as the basis for the pattern for the next stretcher. All three have certain features in common, enabling reuse of component parts. This second pattern has been completed and is now at the foundry in the casting queue and Brian has started on the pattern for the last of the set of three. This will be completed from the pattern of the second, once it is returned to us by Norton's

To return to the frames at Riley's. Eventually the full results of the NDT and Faro arm measuring exercise became available. The results showed that the material, from which the frames were made, was satisfactory, but that the horn guides were of two different qualities of steel, five being of one grade while the remaining one was different. The welding work was deemed to be satisfactory. But, the dimensional check with the Faro arm told a different story.

At some point in the manufacturing process the frames had become distorted, or the holes had been bored incorrectly, or possibly both. Also, the faces of the horn guides were incorrectly machined, as could be seen with the naked eye, as explained earlier. There were several options considered with regard to remedial work to the frame plates. One option was to progressively build up the faces of the horn guides with weld and re-machine to the correct profile. Another option was to burn out the horn guides and fit new ones, made from the pattern that we already possess.

We consulted with Riley's and Stephenson Engineering of Manchester about this problem and the best way forward. The conclusion reached was that both of these options were not viable. It would, conceivably, correct the problem with the horn guides but would not solve the problem with the hole positions in the frame plates, which mean that the centre line of the cylinders and the centre axle are between 5 and 8 inches out, rendering the eventual setting up of the motion difficult if not impossible. Such a repair could, in fact, exacerbate the problem, as extreme heat would be introduced into the frame plates, in a very localised area, possibly resulting in further distortion.

With extreme reluctance, the management team were forced to accept that the frame plates were beyond economic repair, and that new ones, correctly machined, would have to be procured. This fact was made known to the membership in May 2013.

At the AGM, held in July 2013 at 'Steam' the Museum of the Great Western Railway, all the facts available were presented to the membership present. The membership were very supportive of the work carried out and endorsed, totally, the decision to start again with new frame plates.

A few days after the meeting, a member came forward and made a donation of sufficient size to enable the new plates to be ordered and machined immediately. This donation, worth tens of thousands of pounds, has enabled us to move forward far more quickly than was initially thought possible.

The order for the new plates has accordingly been placed, Stephenson's agreeing to carry out the cutting, welding in of new horn guides and machining of the plates, when the welding work is complete. All work will be to a standard required to meet ISO 9001, which will ensure that the plates will form the basis of a locomotive fit to operate on Network Rail infrastructure.

Six new horn guides have also been ordered. These are being made by Norton Cast products and will be delivered to Stephenson's, when they have been completed, ready to be fitted to the new frames. The delivery of the horn guides is expected in late September. (Also currently on order is the stretcher, with brake cylinder mount, affectionately known as "the Bread Tray", due to its shape.) With this in mind, it is expected that the new frame plates will be cut during October 2013, and the fitting of the new horn guides and machining taking place shortly afterwards.

Once all the work on the plates is satisfactorily completed, the plates will be transported to Riley's ready for assembly of the frames. To assemble the frames, we will need to move the machined stretchers, pressed stretchers, buffer beam, buffers, draw hook, plus many smaller parts, from storage, to Riley's so that they can all be riveted together. As yet, a few more parts need to be acquired for this to happen. We need to order the motion brackets and the horn keeps. Also needed, will be the Steam Spider, which fits between the front of the frames and takes the exhaust steam from the cylinders to the chimney. This fits inside the fabricated smoke box saddle, which we also need to have manufactured.

So much to do – so much to look forward to

...
In conclusion, while a few months ago we were wondering if the project was finished and whether the locomotive would ever be completed, we now have a vibrant future before us. Confidence has returned, parts are being made, though more are needed. We have snatched victory from the jaws of defeat.

With this in mind, if you would like to help us achieve our aim of a fully working 'Clan' Class locomotive, which could, in the future, perhaps visit your railway, why not 'Join the Clan'?

Or, you could make a donation to the cause. Any amount would be gratefully received.

Details of how to join, or make a donation, can be found on our website, <http://www.72010-hengist.org/>, or, by post to:

The Membership Secretary
'HENGIST'
PO Box 660
Swansea
SA1 9LU

Please make cheques or postal orders payable to "The Standard Steam Locomotive Company Ltd" which is the parent body of 'The Clan Project'. Thank you in anticipation, and we look forward to visiting you with 'HENGIST' when she is completed.

DRSA Social Gatherings

Where Members and Staff can get together socially

Eastern Area: First Wednesday of the month
'King's Arms', Tedburn St. Mary
From 1830 onwards

Western Area: Third Thursday of the month
'Fox and Hounds', Bridestowe
From 1830 onwards

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