



THE DARTMOOR PONY

**The Magazine of the Dartmoor Railway
Supporters' Association**

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Going Green

The DARTMOOR PONY

Issue No. 29

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

FRONT COVER: Thumper 1132 stands in platform 2 waiting to depart on the Meldon Viaduct shuttle, with GWR's 3-car Class 150, 150002, in Platform 3 with the service to Exeter on 10th September 2017. *Photo: J. Caesar.*

BACK COVER: Top: 3-car Class 150, 150002, in new GWR livery, stands in Platform 2 at Exeter St David's with the 11:09 service to Okehampton on 10th September. This was one of two Sundays that services ran only as far as St David's due to engineering work on the Exmouth line. *Photo: J. Caesar.* Bottom: The LMS brake van in its new bauxite livery inside the workshop at Meldon. *Photo: Geoff Horner.*

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Notes from the Chairman

Rev. Philip Wagstaff

Since the last edition of the Pony the Sunday Trains to Exeter and the heritage service from Okehampton to Meldon have run and have brought many visitors to the railway. The station buffet, the DRSA shop and the Arthur Westlake Museum have been well patronised, and the station itself has had many people looking around.

This has been made possible by the many partners who make up Dartmoor Railway and for the DRSA volunteers who give of their time, energy and expertise to provide the heritage services and who look after the shop and the museum.

We are grateful to all of our volunteers who help us, and it was good to hear at our last committee meeting that the number of members has just crept back over 200. Everyone who is part of the Association is important to us and everyone is valued for their contribution to the association. If you know of anyone is interested in joining us please direct them to the DRSA website where information about membership and the work of the Association is to be found.

As a committee, we are always looking at ways of supporting the heritage services at the railway as we continue to review the activities of the Association. We spend time as a committee reviewing where we are as well as looking out for new opportunities to support the heritage side of the railway. We are taking some time over the next few months to do this in greater detail.

As always, the committee welcome comments about how DRSA can support the railway both now and the future. If you have any thoughts please let me or any of the committee know.

Thank you again for your support.

Railway News

Vandalism at Meldon

Very sadly there was a break-in at Meldon Quarry on the evening/night of June 29th 2017. Tens of thousands of pounds of damage was caused to the Polar Express Mk2 coaching stock, mainly in the form of broken glass.

All the Stations

Okehampton was visited on Sunday 25th June by Geoff Marshall and Vicki Pipe who were in the process of attempting to visit all 2,563 railway stations in Great Britain over the spring and summer of 2017. They had to make a special trip back to Devon in order to catch the train from Exeter to Okehampton, and in the process got to meet our resident celebrity Percy.



There is a short video documenting their visit with some aerial footage of the railway at <https://www.youtube.com/watch?v=NgdHdiDs53w>. You can find out more about their adventure from the following website: <http://allthestations.co.uk/>

Engineering at Exeter

On Sunday 3rd and Sunday 10th September, engineering on the Exmouth branch meant that services from Okehampton were terminating at Exeter St Davids. The photo shows a RailVac in Platform 3 at St Davids on 10th September.



Missing Book

Unfortunately, our previous appeal regarding the whereabouts of our copy of 'The Okehampton Line' hardback book by Nicholas & Reeve has gone unanswered. We hope someone has borrowed it and forgotten to return it, so please check your homes and bookshelves.

Membership Matters

Geoff Horner, Membership Secretary

Applications for membership continue to arrive and our total membership now stands at 202 members.

We are pleased to have welcomed the following new members since the last edition of the 'Pony':

- Roger & Lindsay Appleboom of Taunton
- Paul & Sharon Burley of Harrobarrow
- Dave Flavell of St Austell
- Graham Flood & Jane Steele of Exeter
- Christopher Fowler of Pathfinder Village
- Ronald Kirby of Okehampton
- Penny Fraser of Okehampton
- Mr Jan Lewandowski of Ashford

Please do your best to publicise the railway and encourage others to join, taking advantage of the current half price membership offer for the remainder of 2017. Membership forms are on the website, from the DRSA shop on Platform 2 at the station or from the membership secretary – ghorner936@btinternet.com

Events

The regular DRSA social gatherings are open to all members.

First Wednesday of the month from 18:30 onwards:

The Red Lion, Tedburn St Mary, EX6 6EQ

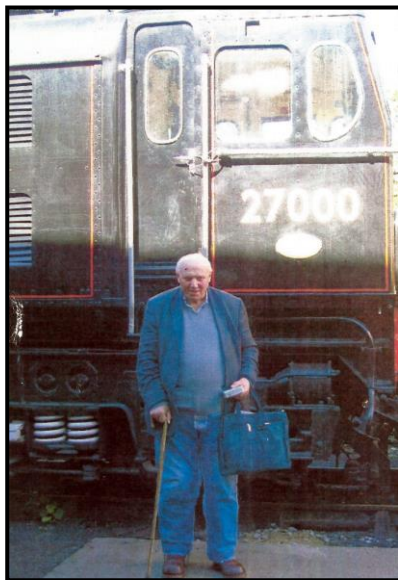
Third Thursday of the month from 18:30 onwards:

Fox & Hounds Hotel, Bridestowe, EX20 4HF

Ben Spooner

Late last year we received notification of the sad death of one of our long-term members, Ben Spooner, who died on 6th March 2016 aged 80. His will contained a very generous bequest to DRSA, which the committee decided to allot to the purchase of the ex-Southern Railway station seats acquired from the West Somerset Railway.

Living in Honley, near Holmfirth in West Yorkshire, Ben wasn't well known around the railway, but we learnt a little more about him through correspondence with his sister:



Dear Mr Flick,

I thank you for your letter referring to my brother, the late Ben Spooner, and am very touched and delighted by your Committee's decision. This indicates to me a deep love and friendliness in the Dartmoor Railway business.

I would like to think of Ben at the station there pointing it out and proudly sitting on HIS seat! If only he could.

He used to stay in Exeter on his holidays and would have visited the railway many times. As I hope to do so myself sometime in the future.

And in a later letter:

He was disabled for years which never stopped him in his railway pursuits. Quite a character. A "one off", he is missed by a lot of people.

*I am enclosing a photograph which you may keep and use as you wish.
Some members may remember him."*



Let us hope we can indeed welcome his sister to the railway in the future. We have attached a memorial plaque to one of the seats on platform 2, alongside the stop for the Meldon trains. Please spare Ben Spooner a thought when you wait for a train there.



Rail Operations & Line Update

Paul Martin, Duty Manager

Line Update

After the grinder had left the railway behind Class 50 number 50008, work was carried out to reinstate and widen the Landsend farm crossing so it could be used for wider agricultural vehicles.

Roads 3 and 4 have now been permanently taken out of use at Meldon Quarry sidings and the process of lifting these lines has started. Some of the rails and sleepers are being reused on the siding extension at Okehampton station.

Apart from the usual maintenance and patrols the main area of work has been the siding extension. The siding is being extended by a further 180 metres to accommodate the whole of the Polar Express carriage rake. The work has involved clearing vegetation and spoil, levelling and laying new ballast. A number of engineering trains have run to bring materials down from Meldon and to take spoil back up there. Track laying started in the last week of August

Heritage Services

Despite no publicity the heritage services have seen an increase in passenger numbers over last year. Thumper has performed admirably all season and even brought Class 08, 08937, down to Okehampton on the 17:05 train from Meldon on August Bank Holiday Monday. DRSA have supplied Drivers, Travelling Ticket Inspectors (TTIs), Ticket Office staff and Guards throughout the season. These services finish on Sunday 1st October.

Sunday trains to Exeter

These have continued to be popular with the busiest service being the first train of the day from Okehampton to Exeter. One week 154 people boarded at Okehampton and a further 9 at Crediton making it a very crowded train with about 120 seats. Fortunately it's been at least a 2-car unit throughout and Class 150s have been the motive power every week to date. With a speed restriction due to licence issues for

Dartmoor Railway, trains ran to Exeter St Davids only and were only permitted to travel 25mph over DR metals. The first week of this restriction no trains ran and the next week GWR did not have enough drivers to run the two middle trains of the day. However from July 9th all was back to normal.

Network Rail engineering work between Exeter and Exmouth means trains again terminated at Exeter St Davids for the last two weeks of the season.

Traction Update

08937: Presently restricted to non-passenger work, 08937 has been out and about. It has pulled numerous engineering trains bringing rails, sleepers, etc. down from Meldon to Okehampton. In the other direction some of the spoil removed from the siding extension has been taken back to Meldon. Its shunting duties at Meldon have involved moving around stock that is to be removed after been sold for scrap.

On August 28th it was brought down to Okehampton station to allow RMS Locotec staff to work on it with the main focus being the cylinder head change.



1132 (Thumper Unit): With Julian Pope providing the T.L.C., Thumper has worked throughout this year's heritage season. Subsequently it is planned that it will go back to Meldon for significant work and maintenance. The Carriage & Wagon Team have been warned!

Visiting Locomotives

Class 50, 50008, visited the railway twice to bring and take away another rail grinder train. This caused quite a stir and a considerable number of photographers.



*Class 50, 50008, at Okehampton on 29th June 2017 with the rail grinder
(Dave Hunt).*

Rolling Stock

Some stock will be leaving the railway having been sold as scrap in the near future. These include the demic dogfish wagon and the Tramm.

A message from Percy

I've been here over a year now and an anniversary celebration saw lots of activities on a sunny Sunday. In the end we raised £400 for Mitzis Kitty Corner which is the rescue centre where I came from. Special thanks to all who helped and/or contributed.

DRSA are now selling a range of postcards featuring me in their shop where I frequently pop over for a visit. I may even have a calendar later in the year. My Facebook page will have all the details.

Volunteer Activities

Geoff Horner, Volunteer Coordinator

By the time you are reading this the DR Okehampton – Meldon heritage services will be nearing the end of their 2017 season. Sunday October 1st is the final day and the last opportunity for a ride in ‘Thumper’ for this year.

It is a fine tribute to all our volunteers that once again this year’s services have operated without any hitches, the station has been much praised for its attractive appearance, and a journey in ‘Thumper’ has given pleasure to many people whether they have been enthusiasts, walkers, cyclists or just those who take pleasure in a trip on a heritage train. We are sure (we hope) that DR appreciate the volunteer effort that goes into keeping the wheels turning.

DRSA Shop

Christine Horner

The shop has so far had another successful season but consequently is in need of donated items to replenish the stock. If you have any of the following that you can spare please do send them our way.

- Railway books, particularly any featuring SR in the west but all are welcome
- Railway DVD’s
- Model railway items
- Children’s books and toys (‘Thomas’ sells well)
- Adult fiction/non fiction as paperbacks or hard back.

The shop remains open on Saturdays and Sundays certainly until the end of heritage services on 1st October. If you have any queries about the shop or wish to arrange a delivery please contact me at christine.horner@talk21.com

Finally, don’t forget when shopping on line to use www.easyfundraising.org.uk/causes/drsa to get to your chosen retailer. Every time this is used it raises money for the DRSA funds.

Carriage & Wagon Team Report

Geoff Horner

After several months of hard work, the Carriage & Wagon team have completed the exterior work on the ex LMS 20T Goods Brake Van 731411 and this is now resplendent in its new 'Bauxite' brown. There is still some internal work to complete as well as an interior repaint at

some point but the van is now once again available for use.



The 'FK' carriage is in the process of having its final light sanding down ready for the application of the second top coat of Mid Brunswick Green. It is planned to have this completed by the end of September. Internally the new

heavy duty non-slip vinyl flooring has been completed in the corridor. However two further areas of 'soft' flooring in one lobby and the toilet compartment have been discovered and are now being dealt with (to avoid any foot through floor incidents!).

The oil tank beneath Lab11, that houses the fuel for the diesel engine that powers the generator, is still receiving attention but we plan to have the refurbished tank installed before the onset of winter.

The refurbishment work on our SR goods brake van has continued with much of the rotted timbers now removed. We are now ready to measure up and order the replacement timbers. As soon as space in the C&W shed is available we plan to have this van moved into the shed so that the roof timbers and covering can be dealt with out of the Dartmoor weather.

Station Maintenance Team Report

Tom Baxter

Well I guess the theme for this report is paint - lashings of it. Mostly green (SR no.3a Mid Chrome Green) and (SR no.4 Light Green) but also some bamboo (SR no.1a Dark Stone). Actually, we sometimes cheat a little and use very close equivalent Dulux colours. These do have the advantage of being available via local suppliers and also, probably, price wise. We tend to buy as we need, which would not work well with the specialist railway paint suppliers who are generally geared up to supply large orders. A one off 2½ litre tin is not really their game. I say 'probably' on price as I am constantly amazed at the high price of paint, but we have to accept that we are not using standard colours for which there is plenty of competition in the market place. Fortunately, our Treasurer keeps a stiff upper lip when she settles the paint invoices.

Anyway, enough of the obscure paint detail and on to what actually got painted. The signal box platform side has had a 'refresh'. Windows, eaves, entrance door, porch cladding etc. Unfortunately, we can never reach the back of this building as we would need a 'sky hook' or the ability to fly. Maybe painting by drone will become a possibility in the future? The Platform 3 main building has also had a repaint of external windows and doors. The under-canopy area was started off by the DR (RMS) team but they then needed to go off and do other things. So a joint team from Carriage and Wagon and Station Maintenance carried on, and have almost finished the job. I have to say 'almost' as accessibility has again defeated us on the canopy front and certain areas under the canopy over the Polar Express serving area. The canopy front will require a track possession and some form of access equipment to do. Whilst the PE serving area will require dismantling, which is not an option at the moment.

In the last report I mentioned the SR seats and repainting of same. All are done, and are now resplendent in Mid Chrome Green and the 'Dunster' lettering is erased. Some also have their seat backs lettered 'Okehampton' and we have received many favourable comments. In

fact, on a sunny day, they seem to be a favourite backside parking area for people just coming to sit and enjoy the station's heritage atmosphere. All we now need is the odd passing Bulleid 'West Country' or 'Battle of Britain' hauled train and we could have the complete deal. We can but dream! This summer season of trains from Exeter has seen a number of GWR's units arrive painted in their latest GWR livery, unkindly referred to by some railway wits as 'sludge green'. Our SR green providing a somewhat brighter and cheerier contrast.

Other work undertaken has been the usual general maintenance and vegetation battle. We've found a new ally in a 'weed burner'. A lightweight gas powered thing which is actually proving rather good at getting at the weeds growing in the numerous cracks and crevices in the platforms. Also rather more environmentally friendly than the chemical alternative. Given that we have children and pets visiting the station, including our own resident Percy, this is a very worthwhile consideration. Also it appeals to any volunteers who have a malicious desire to incinerate weeds, which I have to say is quite a satisfactory



process having used it. Although my better half tells me weeds are just plants that grow in wild places – only they choose the wrong places sometimes.

Footbridge woodwork repairs have been the other item on the agenda recently. A certain amount

of rot had set in on the bottom rail of the wooden canopy and roof. The centre section had deteriorated quite badly and we've been watching it and wondering, and then deferring. But we've finally taken the plunge and cut out the bad section. There had been replacement in this area before so our defence is we have only replicated what the LSWR/SR/BR did before. We managed to obtain some wood of a



similar size, machined it ourselves and jointed it before fitting. The job also involved removing an upright which gave us some concern during proceedings. As a precaution we installed a couple of wooden props whilst the new bottom rail was being installed. In the event they were not really needed as

there is a certain amount of built in redundancy in the roof and the removal of one upright seemed to make little difference.

As always thanks goes to our regulars, John Coxon, Geoff Brooks, Jon Kelsey, David Bell, John Caesar, Gregg Bennett and Alan Harris. Alan continues to be the one-man Sunday gang whilst his wife Maureen runs the DRSA shop.

Arthur Westlake Museum

John Caesar

Work is slowly progressing on maintaining and adding to our collection. The platform ticket machine, restored by Paul van der Linden, has been mounted on the wall in the second museum room. Some very authentic looking souvenir tickets have

been produced to sell from the machine. However, we haven't yet worked out how to convert the machine from existing configuration of 3 x 2p coins, so the tickets will be a bargain for the time being (subject to availability and the machine actually working)!





New signs have been kindly loaned to the museum by member Tim Miles. One is a sign from Crediton station, and the other is a Goods Office sign which was formerly on the Okehampton goods shed (now the Youth Hostel).

We are making slow but gradual progress with a Track Parts display, and also hope to soon have a computer set up to allow visitors to browse our growing collection of photographs. Again, this is subject to the technology behaving itself. In the meantime, visitors have been able to entertain themselves with a low-tech jigsaw!

Wildflower Gardening

Sue Baxter

Our wildflower patch has mostly gone to seed! But I hope that the accompanying picture shows how attractive that can be, as well as being part of the natural cycle of regeneration. The spiky heads of teasels are fun standing strong and tall.



Along with the hollyhocks they are still putting heads up above the fences. We have collected some of the lovely big black seeds from the corncockle heads, and are still waiting for the evening primrose seeds

to dry. We want to keep our own, labelled, seedbank, but have to admit that some elongated hairy seed cases have us puzzled.

Elsewhere we hope that some September sunshine will bring out our *nasturtiums* and *phacelia* in the new/recycled rectangular tub up towards the Signal box. They are putting on a tremendous amount of leaf with their roots in the compost from our own compost bins. Just hoping we do not get a brush from the tail of one of the hurricanes!



We have also been doing some research of other station gardens and have to admit that this year Coppelstone on the Tarka line is a stunner. At the Exeter end of the platform is a miniature Signal box which acts as a bug box with lots of holes for insects like solitary bees and the

lower storey is a hedgehog house. Beside the shelter they have created a lovely seating area (despite the disruption created when the Harrington Hump/raised platform was put in) with a wide range of plant textures and colours. It is one of the reasons it is so pleasant to use Coppelstone to go to Exeter or beyond on one of the 14 services each day. Being a request stop, another reason is that if you have children with you they can stand with their hand out to stop the train and get a toot from the engine driver as acknowledgement.

Our planning for next year includes some honeysuckle in the patch, native not cultivar as it is less rampant and more scented. Paul gave us one which is slowly establishing on the bank below Platform 3. I wonder if we can establish some cuttings in time to go out for next spring?

OkeRail Forum Update

Sue Baxter and Tony Hill - DRSA delegates

The Okehampton Parkway car park has been rising above the line on the Business Park side. If you were eagle eyed leaving Okehampton you would have spotted the brown spoil heap. This is evidence of progress being made by Devon County Council.



GWR has also inspected the line with Dartmoor Railway's assistance and found that 3 masts will be needed for the new GSM-R driver signaller system.

The next Special Train is now planned for 2018. Driver training for the new Class 802, essential engineering work taking place at weekends, and the refurbishment of existing stock to make them disability compliant in respect of accessible toilets, have meant that the hoped for train this Autumn, is not possible.

Of the 18 Summer Sunday Trains between Exeter and Okehampton, only 10 have been able to run to the originally published timetable. The difficulties have included the temporary lack of the requisite current certificate for full 55mph running by DR, and lack of GWR crew (however once noted, several have made themselves available at short notice). Also a signalling power failure at Cowley Bridge Junction, and lastly, in September, engineering work between Exeter St David's and Central Stations.

Nevertheless, the statistics collected by members of the Forum are impressive. Studying the loadings on the 10 trains which have run normally reveals that 8 of them have exceeded the loadings of 2016 in the same weeks of the service.

In 2016 the highest figure was 628 passenger journeys altogether in both directions. This has been exceeded on August 20th with 634. Needless to say it was a relief that the expected two car unit was put on, not least when on the first trains out of Okehampton there were 2 record figures of 144 and 164 heading for Exeter and beyond.



The photo at Sampford Courtenay was taken when 9 passengers alighted from the mid-afternoon service. Some were local, and 4 others took advantage of boarding the first train in the Okehampton direction, although heading for Dawlish, because it was quiet and very easily accessible for less able and wheelchair users.

Online Fundraising

Before doing your online shopping, please first visit our [easyfundraising](http://www.easyfundraising.org.uk/causes/drsa) page and you can raise donations towards DRSA at no cost to you - *over £1800 has been raised so far!*

www.easyfundraising.org.uk/causes/drsa

Legends of the Great Western

John Caesar



On Saturday 2nd September, an open day was held at Old Oak Common Depot, west London, to celebrate 111 years since it opened in 1906. Displays included a range of motive power from Kings, through Westerns and Class 50s, then HSTs and Adelantes, to the new Hitachi Intercity Express.



A familiar locomotive was also there, 47828, owned by DO5 Preservation, and formerly based on the Dartmoor Railway. It was showing off the Intercity livery that was applied after its departure from the DR earlier this year.

DRSA 'Withered Arm' DVD still on sale!

The Southern's "Withered Arm"

and other lines in South West England



A collection of professional and amateur archive film.

Produced by Dartmoor Railway Supporters' Association (DRSA).

DVD Content: (1 hour)

"The Withered Arm" (John Doyle 1988); Torrington to Halwill Junction; Last train on North Cornwall Line; Bere Alston to Callington 1966; Stations 1964; Last Train from Plymouth to Okehampton 1968; Snow at Sourton Down 1963; 'Other Railways' 1957; Tavistock North to Okehampton 1959; Exeter to Barnstaple/Lynton 1930s; Exeter to Barnstaple 1975; Exeter to Barnstaple 1990; Barnstaple to Ilfracombe 1898; Lynton and Barnstaple remnants; Beginnings of revival at Lynton; Reviving Plymouth to Exeter via Okehampton 1990?

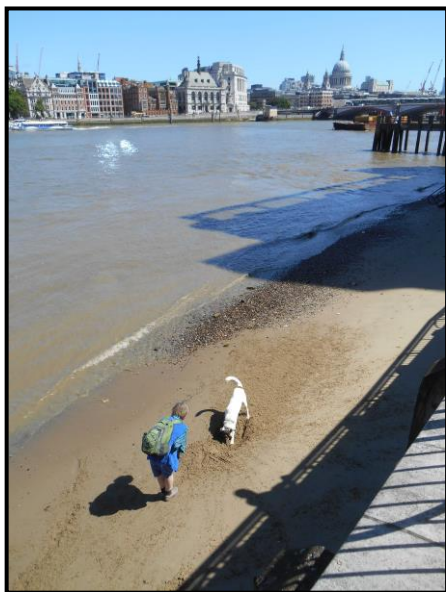
The South West Film and Television Archive provided DRSA with the archive footage for this DVD. Copyright issues have sometimes required removal of commentary or music and subtitles have therefore been added where practicable.

DRSA (www.dartmoor-railway-sa.org) is the volunteer supporting organisation for Dartmoor Railway, Okehampton, Devon EX20 1EJ.
(DRSA 2017)

Rosie's Diary - What to do at Waterloo, and Who was sporting Percy's Whiskers?

By Rosie

You know I have had a lot to put up with recently, from 4 paws and 2 wheels on my station. So, to cope, I just had to take time out and go inter-railing. I've returned with some observations which might provoke discussion.

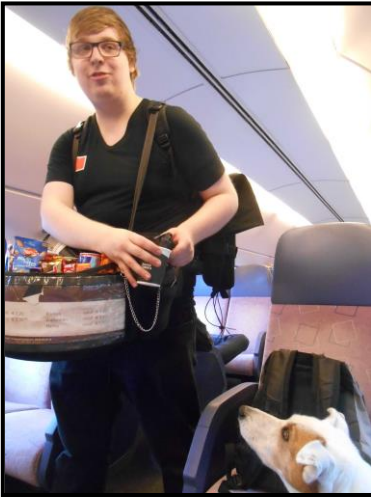


Anyway, how better to use my passport than by heading off for Berlin on the Sunday Service. A great start amongst friends, but on one of the hottest days of the year, 18th June. Plenty of opening windows on a 150, but none on South West Train carriage where the air con was ineffective. I was less than my usual perky self on arrival at Waterloo. So .. what to do? My 2 legs had a great idea.

With a low tide on the Thames a beach had appeared near Blackfriars Bridge. So down I went for a quick paddle and then a good work out rearranging the wet sand. So many people watched me from the South Bank you would think no one had ever seen such fun before!

There was one, and I am glad to say only one down side to the trip and that was THE CAGE. Ugh, it was smaller than the one I had to live in when I was rescued by RSPCA Little Valley in Exeter. This time I was in the middle of a vast hotel. Other 4 paws were ridiculously calm considering we were in a padded cell and no one could hear us. However unbeknown to me my 2 legs were watching me on Channel 6

in their cabin. I succeeded in looking so forlorn and barking so much that 2 legs Sue actually came down and ended up falling asleep with me in my cage for a couple of hours!



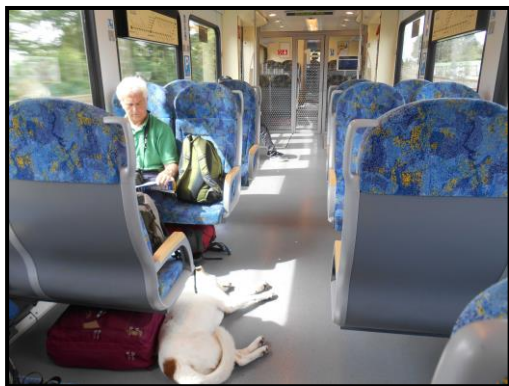
From there on service improved. You will see the sun still shone and the Dutch trains from Rotterdam were exceptionally spacious and bright. Now in England I am not often allowed on the top deck of buses, but in Europe I thoroughly enjoyed the view through low windows on the top of double decker trains. They were everywhere. Now *there* is an alternative way of increasing capacity at Waterloo instead of extending platforms, with all that disruption. *Just a few bridges to raisewell it was just a thought.* In

addition you will note that the Dutch were inventive. No need for an awkward trolley service there. Just fit pump pots in a rucksac, and carry a theatre ice cream tray at the front and refreshments are easily available everywhere!

As ever, my charm spread before me, and I like to think that my 2 legs did not have to pay 3 euros a day for me because I took the Amsterdam Ticket Information lady under my paw. She was not the only one to be impressed. At Koln (Cologne) a driver spotted me and on indicating that he would



like to make my acquaintance I obliged by jumping past him into his cab. He was startled but reassured when informed of my considerable railway experience, including cabbing and posed for a photo with me.



I can recommend inter-railing, although the only route available to me was not Eurostar, but the big hotel that stretches from Harwich to Hook of Holland. In Germany I was supposed to be muzzled and pay half fare, but I never did. They saw how well behaved I was.

Ironically I got to travel back to Oke on 2nd July on a top deck. Signalling was out to the North of Exeter so I smuggled my way into the Stagecoach top deck (they are usually sniffy about that and always charge anyway).

Double deckers are in fashion too for babies. I know because we carried a double decker buggy in our guard's van. That was not the only double. We have also had a double bass called 'Chelsea' from the Czech republic travel with us to Meldon viaduct. Her proud owner was busking round Cornwall for the summer – now that is some 2 wheeled pet to take on a train!

Have you spotted any otters on the trail around Dartmoor? Well I spotted a wolf statue at Wolverhampton pretending she was a garden! She was in front of the former High Level Station Building.



Now if Percy was confronted by a wolf he might not be quite so forward! He had an amazing effect on Peter Ritchie and Kay Mills because they sported his whiskers for a

day! All in a good cause as I know he was taken into a 4 paws shelter in his early life.



Did you solve my last diary mystery? The major structure was the Clifton Suspension Bridge and my paws really did shake at the thought of the chief engineer having to prove himself by walking up and down the chains to the towers before the days of safety harnesses, to prove

his head for heights above the Avon Gorge. Nearby at Ashton the Bristol Model Steam Railway society have their impressive open air layout. An ideal place for everyone with the downs around it complete with rabbits, and squirrels in the woodland.

The clues for this railway diary's mystery are – that students and others have kicked a bar near its base since about 1890. Probably as part of a healthy walk or run in the bracing sea air. Which reminds me, it is time to sniff the night time air and have a perfunctory bark at anyone having a brisk walk on *my* pavement.



Committee of the Dartmoor Railway Supporters' Association

Chairman: Philip Wagstaff

Vice-Chairman: Sue Baxter

Secretary: Jon Kelsey

Treasurer: Christine Horner

Membership Secretary & Volunteer Coordinator:

Geoff Horner

Committee Members:

Tom Baxter, Dave Clegg, Tony Hill, Peter Ritchie

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