



THE DARTMOOR PONY

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

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Keep Painting and Carry On

The DARTMOOR PONY

Issue No. 40

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

FRONT COVER: Repainting was well under way at Meldon with the application of grey undercoat to the south side of Lab 11 on 15th October 2020. *Photo: Geoff Horner.*

BACK COVER: Top: The Platform 2 entrance area is now looking very smart, thanks to the efforts of the Station Maintenance Team, taken on 26th August 2020. Bottom: The new white paint on the Platform 2 buildings looks bright even on a damp Okehampton day on the 28th November 2020. *Photos: Jon Kelsey.*

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Chairman's Report - Developments in the Reinstatement of Services

Sue Baxter

Goodness! Where to start? From the first visit of a lone drainage engineer, Mark Howells, in March (who was actually one of nine Network Rail (NR) officials doing a three day walk of the entire line) to now we have had the real pleasure of meeting dozens of personnel from NR, Great Western Railway and their contractors, working on our railway, as well as advisors such as Paul Childs from the Railway Heritage Fund and Richard Burningham from Devon and Cornwall Rail Partnership. The detailed Business case for the reopening of the line went in during October with Matt Barnes for GWR and Chris Irwin for NR working up the bid.

On Wednesday 25th November 2020, in few words, the government committed, on page 41 of the National Infrastructure Strategy, to...'Restoring rail links to Okehampton in Devon'.



Last of the 160 sleepers loaded (13th October)

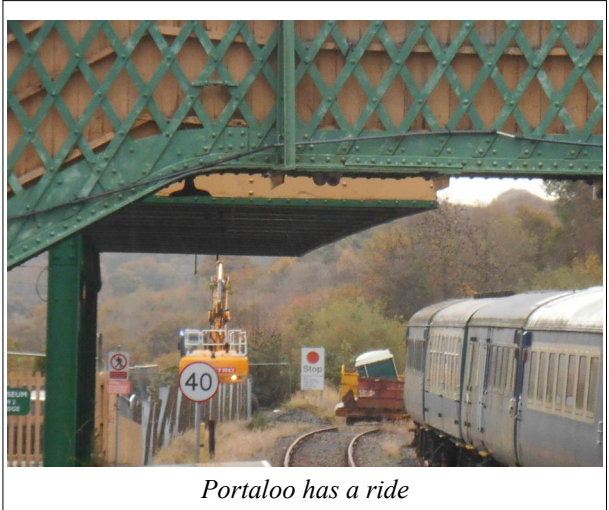
In the early part of the year initial visual surveys were done of all aspects. Then track work was undertaken in October to strengthen the line which had no attention from permanent way staff once DRCIC

went into administration in February. Even before that, with just two staff, they were unable to keep up with the work load. So we saw a large number of sleepers (600?) (eat your heart out Alan Cocker) arrive in the car park compound and then get dispatched down the line and laid within a fortnight. There is a proper facility for staff in the compound, but it was also interesting to see the portaloo go down the line and then

later being swung back high in the air by the impressive larger of the two road railers. Now welded lengths of rail are on the trackside brought in by trains weighing up to 1200 tons.

However there have been many work streams going on in parallel, once NR were comfortable that staff could work safely throughout the lockdown. Staff arriving either singly or at most in pairs.

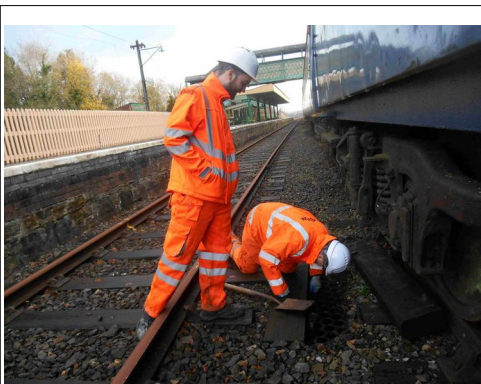
Bridge engineers have done visual initial surveys, then more detailed ones now that the structures are de-vegetated, and in some cases there are planned road closures for inspections from cherry picker lifting gear.



Portaloos has a ride

Access is not easy to our line but good use is being made of Sampford Courtenay. However the programme of work benefits from the line not

being used for any freight or passenger trains so that all the work is in daylight. Work is also going on in the section of NR track from Crediton to Coleford Junction which had a low line speed. I have been glad to find so much drainage investigation done. Tom Coxon, the engineer in charge listened carefully when I said that Okehampton gets twice as much rainfall as Exeter and that



*Inspecting Okehampton station track drains
(24th November)*

we have a veritable jungle of fast growing trees along the line. Design engineers from Aecom have spent 4 weeks surveying the whole line, tracking down culverts and drains, finding where the entry and exit points are. Also surveying the line itself. Some of the new survey equipment even talks back to the surveyor. The track drain covers in the six foot at Okehampton are of iron with large round holes, which they had not encountered before but which are mostly still working well.

Forward planning is being done at all levels. The Operations Team which visited included Martin Duff who will prepare the programme of Driver Training and issue signalling notices. The survey work includes examining the site for the Okehampton Parkway station and planning current work in such a way as to facilitate that plan. Melanie Harvey visited, who already oversees Tarka Line Stations. Ian Mundy has been appointed as Dartmoor Route Project Manager for GWR and already has ideas about the reopening itself, some gleaned from the highly successful BordersRail campaign.



*Modern survey equipment held by
Elliott Passmore*

Okehampton Station lease will have reverted to its owner, Devon County Council, by the time you read this. The administration of DRCIC has been long drawn out and actually invisible to us since a visit on February 17th. However we have had contact through DCC and its agent Norfolk Property Services, and been facilitating visits so that items inside owned by third parties could be collected. The building has also been surveyed for electrical fittings, water quality, asbestos, domestic drainage and structural condition. A drainage vehicle came down from Bristol carrying a power jet and a camera which flushed out (!!) some of the puzzling pipe routes.

Lighting may be one thing that we will notice changing the most. The gentle light from the open shades does not meet current standards and the concrete poles cannot be lowered to the ground for maintenance as is now required. Nevertheless the Railway Heritage Fund may help with the design idea. Outside there is a plan for posters as was the case originally on almost any wall space around the station.

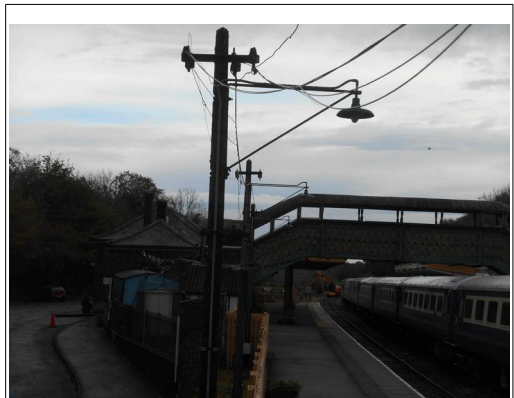


Serious drain inspection (19th October)

We hope for funding to refurbish the original station doors and their mechanisms. Also the parquet floor in the original buffet (old model shop).

NR and GWR are treating the station as a heritage site, even though it is not listed. We have identified 1959 as the date to refer to, to maintain the current much loved ambience. Tom is ready with paint codes and we have been told that even timetable screen monitors can be painted in them. Some of the platform furniture will be changed, especially if it is too light.

The Bulleid Buffet will open again. The DRSA shop is likely to move onto Platform 3 off the Booking Hall, and a Waiting room is planned.



Lighting may go

There is currently no date for the movement of the railway stock from Platform 1 and 2 to Meldon, several planned dates having come and gone. As it is not mainline certified it all has to go out by road, the

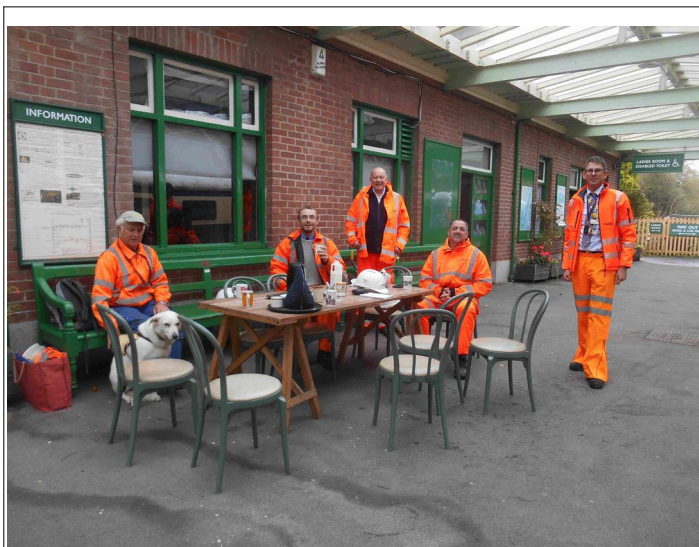
majority of it being claimed by RMS Locotec as assets which belonged to that company before BARS arrived in 2008.

In January it is hoped that we will have the significant details of the plan to reinstate the Okehampton Service. Also that the end of the lease of DRCIC from Aggregate Industries will be clear, making way for our access back to the Carriage and Wagon shed.

The government is committed, now we can look forward to whatever can be achieved in 2021 with our share of the £500 million allocated to ***Restoring our Railway.***

The volunteer work is really appreciated from all sides. Townsfolk knowing the station is being safeguarded. All the railway personnel because they come to a lovely station. County and councillors because we are looking after a real community asset.

A big thankyou from me to all the volunteers, members and supporters for helping get us to the great position we are in today.



Visit by operations team (23rd October)

Membership Matters

Geoff Horner, Membership Secretary

With the various coronavirus restrictions curtailing our volunteer activities plus the seemingly never ending administration process dragging on I am pleased to be able to report that, although slightly down on last years total, we currently have 195 members supporting the Association. It is also a pleasure to say that although the operating railway has been dormant for the whole of this year we have since the last edition of the ‘Pony’ welcomed the following new members:

- Mr R Bernard & Mr D Wiffen of Bexley
- Mr P Stoneham of Bishopmead near Tavistock

We are now at the time of the year when the renewal of your membership is due. Either with this edition of the ‘Dartmoor Pony’ or following very soon in the post the membership renewal forms will with you. For the Association to remain as a creditable organisation in the eyes of the various organisations we now have to deal with it is important that our membership numbers remain high. Your support through the next year is vital to us. We sincerely hope that you will continue with us.

Annual General Meeting 2020

Jon Kelsey, Secretary

The Covid-19 restrictions made a conventional AGM impossible this year, and during September and October we resorted to an alternative meeting, inviting members to vote on various matters either by post or email. There were some teething troubles, but generally it seemed to work well, and 40 members responded; a healthy 100% increase on the turnout at the 2019 AGM.

Thus Sue Baxter, Geoff Horner, Chris Horner, Dave Clegg, Tony Hill, Tom Baxter, John Coxon, Paul Vodden and Jon Kelsey were re-elected to the committee, and Ron Kirby was elected for the first time. Philip Wagstaff had already departed for the south east and didn’t stand,

though we hope we haven't heard the last of him. At the first committee meeting after the AGM, Sue was appointed chairman, Paul vice-chairman, Chris treasurer and Jon secretary. Geoff will continue as Volunteer Coordinator and Membership Secretary.

The success of the online meeting suggests that in future years when things are back to 'normal', we should provide a postal voting option to improve member engagement. To do so we would have to ask postal voters to identify themselves, which we forgot to do in 2020; it didn't matter this year, but in future we couldn't allow a member to vote by post and then turn up at the meeting and vote again.

The competition to choose a colour for Lab11 resulted in a tie between BR green and its current BR experimental blue/orange, with BR lined maroon one vote behind. People have strong views about railway liveries, and the committee will have a tricky decision to make when the time comes. (It wouldn't be unprecedented for a DR coach to have different colours on each side). For now, the coach will be painted in primer, and then we'll pause the project until we have a clearer idea of the future.

One anonymous member asked "Would it be possible to provide a stocklist to list what locos/carriages/wagons are owned by the DRSA? I'm not always sure who owns what!" Without any smugness at all, can we recommend a peek at www.dartmoor-railway-sa.org/stock, where the answer has been available for a number of years.

It was very gratifying that those members who responded to the encouragement to provide feedback were complimentary about the work of the committee and optimistic about the railway's future. In the latter case some interesting discussions ensued. Perhaps the best response was that of a member who usually prefers to remain anonymous, who very kindly took the trouble to send a postcard thanking the Pony team, saying he laughed out loud at the newsletter gag about Dave Clegg.

Our thanks to everyone who took part.

Christmas Shopping at the DRSA shop

The DRSA shop at Okehampton has proved very popular over the four years that it has been open and has made an important financial contribution to the Association's funds. With the station closed for the foreseeable future this source of income is denied to us. We are therefore offering an on-line ordering facility for members who may like to purchase some of our souvenirs from the selection below. **All prices include package and postage.**

‘DRSA’ book mark £1.65

‘DRSA’ Notebook (blue, red, mauve, or pink) £3.00

‘DRSA’ pen (red, blue graphite, or black) £3.00

**Magnetic fridge totem sign
(Okehampton, Meldon Viaduct, or Dartmoor Railway) £3.50**

‘DRSA’ fabric wallet (blue, red, or mauve) £5.00

‘Dartmoor Railway’ Teddy bear £5.00

The DRSA ‘Southern Withered Arm’ DVD £16.50

Orders by telephone or email to Christine Horner, 01363 82383 or christine.horner@talk21.com

Please make payment by cheque payable to:
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Or by bank transfer to:
Dartmoor Railway Supporters Association,
Lloyds Bank, Sort code 30-96-23, Account No. 01073660

Volunteer Activities

Geoff Horner, Volunteer Coordinator

With the railway at a standstill for the whole of this year volunteer activities are now very much reduced. Details of the activities of the C&W and Station Maintenance teams are to be found below. At this stage all that we can say to those volunteers who have previously enjoyed working in the ticket office or as train crew is please stick with us and, if you fancy trying your hand at something different, you will be welcome at the station or at the shed at Meldon.

Carriage & Wagon Report

Geoff Horner with thanks to regular C&W reporter David Bell

What a year it has been! Looking back it is surprising just what we managed to achieve:

January: Various jobs on the rolling stock under cover were completed, including top coating the mainframe on the SR brake van LDS55625 on the south side, finishing off rust and paint removal on the buffer beam at the west end, and fitting out and painting interior woodwork to the cabin. A team of the fittest and most determined members removed both damaged buffers at the west end of the SR brake van LDS55625.

February: Due to the Dartmoor Railway administration process we were unable to gain entry to the workshop. However, enthusiasm undaunted, the team worked on the interior of DRSA's S13436 Mk2 FK carriage, easing the sliding doors and the communications cord system. Later in the month with access to the workshop possible again work restarted on rust chipping on the buffer beam at the west end of the SR brake van.

March: Work on the SR brake van continued. The south buffer flange, plate and mounting at the west end were given a final clean-up and a coat of primer. After a lot of shoving and heaving the stove was lifted back on board and cleaned up ready for a coat or two of stove paint.

And then we went into lockdown until.....

July: Although access to the workshop was again denied by the administrator an eager group of C&W members met in the open air at Meldon. Work was concentrated on LAB11. Staging was erected and work began stripping and rubbing down the external paintwork. The aim being to give the coach a protective coat of sorts until cover is available.

August: Work continued filling-in and rubbing down on the south side of LAB11 whilst sanding progressed on the North side.

September: Filling and sanding down to the north side of Lab11, by way of the staging while patch priming was carried out on the south side. Meanwhile within the FK carriage some serious hammer work was undertaken followed by some painting.

October: The month started with a graffiti attack on our FK and Lab11. Prompt action ensured that the graffiti was removed from both carriages with no damage. The planned application of the grey undercoat to our Lab11 carriage then commenced with the south side completed and a start made on the north side.



November: Rain prevented any further outdoor painting *And then we were once more into lockdown...*

Looking forward - if we can get a couple of consecutive dry nights and days we should be able to finish the undercoat to the north side of Lab11.

We will then have to wait and see what 2021 brings...

Station Maintenance Report

Jon Kelsey & Tom Baxter

Despite Okehampton Station's temporary limbo, and the dispiriting effect of the Christmas Train stock growing roots in platform 2, the Station Maintenance team has been buoyed by numerous indications of a better future for the station, and has entered wholeheartedly into preparing the station for the next phase of its existence.



Paul Vodden and Geoff Brookes at work at the Platform 2 entrance on 22nd July (Photo: Jon Kelsey)

The station has more than its fair share of wooden paling fencing and gates, installed when the Dartmoor Railway was established in the late 1990s. It wasn't of the best quality in the first place, and any which hasn't been renovated at least once since installation is now in poor condition. One area where this was very apparent was the platform 2 gate and fence enclosing the disabled ramp access from the youth hostel/cycle hire car park. Once the lockdown regulations eased in summer, a team comprising Alan Harris, Geoff Brooks, Paul Vodden and David Bell spent many weeks repainting this area. Geoff has also painted the gates at either end of the main platform 3 building. As a

result, the station now makes a smart, welcoming impression on all visitors.

The fence adjacent to the Ferry Van still needs further work, as some posts have rotted off in the ground. Rebuilding is taking a bit longer than planned as we've had to introduce metal post bases and have had some difficulty fixing them down onto what we might describe as previous concrete that is more sand than cement based. Also we're trying to re-use good pre-used timber available on site wherever possible. It's not ideal but it keeps the cost down and clears the amount of timber we have in store.

The biggest job of the year was repainting the outside walls of the platform 2 building, or at least the 3 sides within the station bounds. These have a roughcast finish, so cleaning and painting them by hand was a very laborious task. As far back as anyone can remember they were painted in a sort of magnolia colour, but after



extensive research Tom Baxter assures us the correct LSWR/SR colour is white. It certainly looks a lot brighter now, but if Tom's wrong about the colour some expert is bound to tell us, and then Tom will have his work cut out repainting it all.

Platform 3 has had its paving and rumble strips pressure washed, leading some visiting NR officials to believe it has only recently been laid. The same process is underway on the edges of platforms 1 and 2. All done by Andrew Turner who also undertook the unsavoury task of cleaning out some of the Dartmoor Railway fridges from the Plant Room/Food Store. These had been moved out onto the platform whilst the NR Electrical team undertook their survey work. The fridge that had previously contained defrosted onions was particularly unpleasant having been turned off by the Administrators in February with some of

its contents still inside! It seems their knowledge of railways is matched by their knowledge of food storage.

Other smaller jobs have been completed. Paul Vodden has fixed the platform 2 canopy lights, and tidied a lot of vegetation around the main entrance. Drains have been unblocked on platform 3. Many of the platform seat feet have been replaced; these require attention fairly frequently as they are the part of the seat which makes contact with the damp platform. The platform 1/2 sign had its timber framing and paintwork refurbished, though re-erecting it was marred by its wonky bracket mounted on a non-vertical, tapered post planted in a non-horizontal platform. Everything of value to DRSA which was stored in the GUV and CCT has been relocated, pending the expected disposal of DR's rail vehicles.

Huge thanks to everyone who has contributed. The condition of the station frequently attracts favourable comment, and is a significant factor in DRSA's emergence as a major stakeholder in the railway's future.



Paul Vodden made a start on tidying up the platform 3 running in board on 2nd September (Photo: Tom Baxter)

The North Devon and Cornwall Junction Light Railway

Or ‘Halwill, Hatherleigh and Torrington’, as in the Southern Region timetable.

Guest article by John Ball of the Colonel Stephens Society.

This 20 mile long line, engineered by Colonel Stephens, was among the last to be built in this country, opening in 1925. It formed an end-on junction with the Torrington terminus of the branch line from Barnstaple Junction, which it linked with Halwill on the North Cornwall line to Bude and Padstow. It served a sparsely populated countryside, with stations at Watergate (halt), Yarde (halt), Dunsbear (halt), Petrockstow (crossing loop), Meeth (halt), Hatherleigh (crossing loop), Hole (crossing loop). The largest intermediate place served was Hatherleigh. This small market town with a population of just over 1000, had been the scene of riots by navvies during the line’s construction. Passenger traffic was not heavy, and in its latter days a single coach sufficed for the service of two return trips per weekday over the whole line, with a short working each way between Petrockstow and Torrington, aimed at china clay workers. Indeed, the occasional railway enthusiast could virtually count on having the train to himself. The only collision to take place on one of the many ungated crossings was at Meeth; ironically between the train and a competing (and well filled) bus.

I recall a trip in February 1964 when I arrived in Hatherleigh by Okeridge bus from Okehampton and made my way to the station, well over a mile away. It was staffed, and after learning that I was the only customer all week (my trip was on a Saturday!) I purchased a day return ticket to Barnstaple. This was a Southern railway ticket, cut diagonally in half to form a child ticket. Ivatt ‘Mickey Mouse’ tank no. 41290 arrived with a single brake composite coach, offering first class accommodation and I was given a free upgrade, being the sole passenger on the train. It was a leisurely journey with plenty of time to look around Petrockstow station and inspect an impressive range of Southern Railway tickets – sadly, my pocket money did not extend to

being able to buy any! However, on my return to Hatherleigh, I was allowed to keep my ticket. Needless to say, I did not have to share the train with any other passengers.

Inclusion in Dr Beeching's closure list had come as no surprise, and the axe duly fell on 1st March 1965. By then, steam had given way to a railcar working through from Halwill to Barnstaple Junction. My trip over the whole line a week before closure was shared with several other people making a last (perhaps first as well) trip over the doomed line. The weather was bright sunshine all day and somebody was taking cine film of the trip – wouldn't it be nice if the footage turned up?

Freight traffic was a different matter, and the origins of the line at its northern end go back to the 19th century. A narrow gauge (3 feet) mineral line 6 miles long (the Torrington and Marland Railway), with a splendid wooden viaduct (replaced when the standard gauge line was built) just out of Torrington and equally splendid workmen's coaches was opened to traffic in 1881 to serve the clay workings in the Petrockstow and Meeth area. This line also carried public freight traffic, including agricultural traffic. After completion of the new standard gauge line in 1925, the 3 feet line remained in use at the various small clayworks, so that until 1971 both gauges were in use in the clay district. Clay traffic, using the line north of Meeth, continued after 1965, and only ended in August 1982. This line was a hot favourite for enthusiast specials, and I went on a DMU trip in August 1981, stopping at Petrockstow for refreshments provided by the local WI. Later, the trackbed became a cycle trail and footpath known as part of the Tarka Trail. Unfortunately, apart from Torrington station, little remains of the railway other than its route. Meeth retains its shelter, Hatherleigh station building has been radically adapted to form a dwelling and Hole station building remains in existence as part of a camp site. The standard station building on this line was a little different from the design used on other Colonel Stephens lines, but just as modest.



Torrington Station, from where the Tarka Valley Railway is rebuilding the railway northward towards Bideford



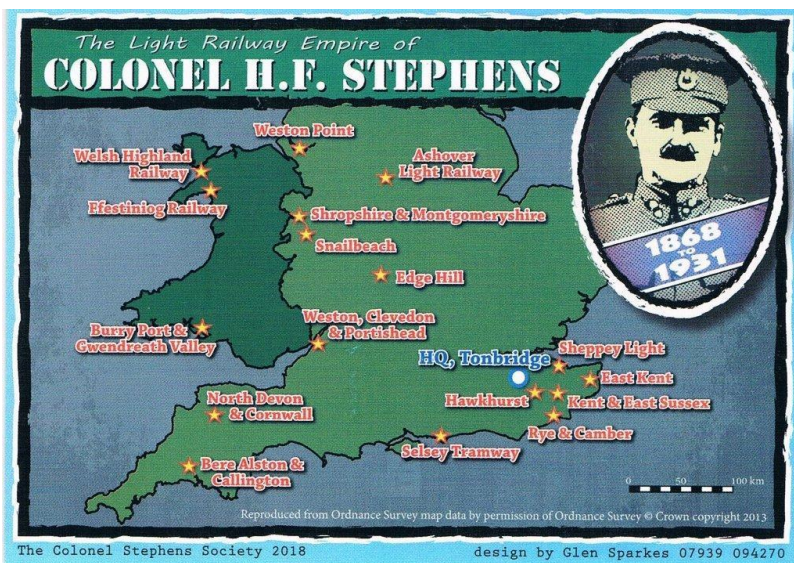
Meeth Halt



Hole station building



The popular Tarka Trail runs along the former trackbed



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Bags of Mags!

Dave Clegg

Closure of ‘our’ station at Okehampton, and the consequent need to store items in the DRSA shop away from platform areas, has prompted a clear-out of a mountain of unwanted stock, chiefly donated magazines of railway and other transport interests which had been growing to an unmanageable size. As Christine Horner mentioned, it wasn’t easy getting rid of this quantity of paper because of its weight, and the limits to how many magazines she could put in her paper- recycling bag! So I offered to get rid of a few in my own recycling, and it turned out to be quite an interesting exercise during the lockdown period.

Some of the magazines were from the 1960s and 1970s and a quick flip through the pages revealed quite a few gems relating to a time when we really did have a more interesting railway system – including many of our SW branch lines, most of which I’d been lucky enough to travel on. I found myself tearing out some of the articles and forwarding them on to friends who I thought might be interested. Others brought back memories to me, including an article on the long-since closed Guildford to Horsham branch on which I regularly travelled as a teenager to visit a girlfriend in Cranleigh. Memories! Though sadly, the clearer ones seem to be of the push-pull tank locos (E4X and M7 classes mainly) rather than anything else more ‘interesting’.

One thing I hadn’t appreciated before was how many rail accidents there were compared with today. Nearly every magazine had photos of a rail crash or derailment, several of which had fatalities. Nowadays we have much more safety technology and much greater emphasis on safety issues. Also it was a much larger rail system. At a quick count I’ve come up with 12 lines that I’d travelled on in the past and which have since been closed (excluding those have have re-opened as heritage railways or tram systems). Can anyone beat that? If you can, you’re pretty ancient, like me! In addition to greater safety awareness, who would have thought then that we’d now be using bi-modes trains or developing hydrogen and battery powered trains? The future that was written about then was diesel (now a ‘dirty’ word) and electric. So what

other developments in rail transport might happen in the next 50 years, I wonder, that we don't currently have a clue about now?

PS: This item in the June 1967 Railway Magazine caught my eye: "From March 6 travellers have been able to use Barclays Bank credit cards (Barclaycards) for the purchase of railway tickets." I seem to remember that before then we used to have to save up for something before we bought it! (Perhaps I should say that other credit cards are now available!).

Racing the 'Brighton'

Retired Driver Richard Westlake recounts:

In the period from 1st January 1963 until 5th September 1964 when an Okehampton footplatemen, with an Ivatt 2-6-2 'Mickey Mouse' tank loco, I worked the daily freight from Okehampton at 0734 to Lydford, Lifton and Tavistock South.

We (I was a fireman at Okehampton then) would wait to return with the freight from Tavistock South until we heard the Up Brighton sound its whistle to start from Tavistock North, then leave and race the Brighton to Lydford.

The driver and passengers on the 'Brighton' enjoyed the race but the poor fireman on the West Country loco usually gave us the 'V' sign approaching Lydford Station!

Rosie's Diary – A Busy Railway from Dawn To Dusk

by Rosie



There are some places where I do not follow my two legs. Just look at the chairman coming up from under Platform 2 after clearing some rubbish, what a struggle. In my senior years I prefer to use the platform ramps, but not much longer if the orange army take over. I have been trying to make friends, mostly, when I am not feeling grumpy, or worried by talk of having to be closely controlled

after Christmas. Just whose station do they think it is?

Actually they seem much like my present Station Team, they run on Tea and Biscuits. But some still have to be trained to share their biscuits. They seem to come from everywhere, Gloucester, Cardiff, Truro, Barnstaple, Bristol and enjoy having a meet up on our platforms after working out



of their bedroom or garden shed for most of the last few months.



After their biscuits they need a walk. So I lead the way to Okehampton Ground Frame. You all know that it is quite normal and has been for as long as anyone can remember. But you cannot believe the puzzled looks it has been given or the surprise when

one gent couldn't pull it. Then the accusations that we had changed it, even reversed it! They believed we only had one section, when I knew all along we had two and they finally believed it when they realised the points had space for two keys or tokens.

Some of them have long journeys home, so I let them off the trip to Meldon to see the station and to walk the track past the blue lagoon to the East Ground Frame. But some have stamina like Gary and Matt, and together we also visited the quarry weighbridge. You notice I kept one paw on terra firma.



Some two legs have been mulling over the last freight movements they can remember to Okehampton Station. Colin recalls how a farmer from Kidderminster moved down to Okehampton by train (1980/82?) to go to a farm in Bridestowe he thinks. He brought his tractor and implements down on two carflat wagons. They came up on an empty ballast train, which formed up in Riverside Yard at Exeter. They were put into the Bay Platform 1 while the engine ran round and went into the military sidings, perhaps the last time they were used.

From about the same time but on a less savoury note my two legs Tom told the story of the Howard rotary dung spreader which came from East Anglia to Okehampton safely, but then the wagon it was on got shunted and left in the wrong place. It needed to be beside the loading dock which used to be behind the freight shed (Youth Hostel today), so it could be loaded onto a truck which had been sent by the agricultural

machinery firm Yellands, to collect it. As there was no Bluebell Mel / shunting engine left at Okehampton it was down to the lorry driver and the Station Master Arthur Westlake to push the wagon into the right place. I am sure I could have helped, as I have had practice pulling the buffet trolley to Meldon Buffet from the Meldon Viaduct station, along the Granite Way.



So, to the end of one of the long days I have had recently at the station. You can see me on early evening patrol finding the Quattro road rail taxi come tool mover. I checked that it was safely stowed. Lockdown life for me has been full of surprises.

Online Fundraising

Remember that by doing your online shopping after visiting our [easyfundraising](https://www.easyfundraising.org.uk/causes/drso) page you can raise donations towards DRSA at no cost to you - *over £2000 has been raised so far!*

www.easyfundraising.org.uk/causes/drso

Over 4000 retailers take part in the scheme, including eBay, Amazon, Apple, ASOS, Debenhams, John Lewis, M&S, Asda, Tesco, Waitrose, Morrisons, Ocado, Sainsbury's, Argos, Boots, Currys PC World, Wilko...

Please contact our Treasurer, Christine Horner, if you would like more information: christine.horner@talk21.com

Committee of the Dartmoor Railway Supporters' Association

Chairman: Sue Baxter

Vice-Chairman: Paul Vodden

Secretary: Jon Kelsey

Treasurer: Christine Horner

Membership Secretary & Volunteer Coordinator:

Geoff Horner

Committee Members:

Tom Baxter, Dave Clegg, John Coxon, Tony Hill, Ron Kirby

Association Contacts

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