

Transcript of Disabled Ramble for Princetown

Peter Nash – Presenter

Jackie Ridley, Sustainable Tourism Officer, Dartmoor National Park Authority

Tony Gould, Trumper user

Jenny Gould, Tony's wife

Ian Durrant, Ranger, Dartmoor National Park Authority

Track 1 – Introduction, High Moorland Visitor Centre, Princetown (Grid reference SX 591 735)

Hello and welcome to Dartmoor National Park and this audio ramble from Princetown. We've actually visited some of the places on another audio guide in the series, but this time we are rambling with a different purpose, as this one is primarily concerned with accessibility.

I'm rambling today with Dartmoor National Park Authority's Sustainable Tourism Officer, Jackie Ridley and our guests are Tony Gould and his wife, Jenny.

Peter – Good Morning to you.

All – Good Morning.

Peter – Now Tony, you're using a trumper for this ramble - is this the first time you have done this route?

Tony – On two occasions I've been here. Once from this end (the Princetown end), and once from the other end, so we've covered all the ground once over at least.

Peter – So we know it's going to work!

Tony – Yes, we know we can do it.

Well as with all the Dartmoor National Park Authority audio walks, we've divided this audio tour into several sections, each one being a separate track for you to download onto your player, and that way you can simply switch off when you are en-route, and then start playing the new track at the next point of interest and I'll give you full instructions when to do this in the audio itself. You'll also find that the names of each track include the grid reference of where you should be, so that you can follow the tour using a standard Ordnance Survey map – in this case the Explorer OL28 for Dartmoor. Or you can download the accompanying map from the Dartmoor National Park Authority website so that you have a back-up to the instructions in the audio.

Today's ramble is going to be a linear one, starting from the High Moorland Visitor Centre in Princetown, and heading west out of the town along the route

of the original Dartmoor and Plymouth railroad and its replacement, the Great Western railway. Today there are no railways on Dartmoor, but there are many remnants along the way providing a rich, industrial heritage and which remind us that it was not always so tranquil on the Moors.

Our first stop in fact will be the Old Railway Station just outside the town. From the Station, we will continue south-westerly via another relic in the form of the old railway bridge and follow the railway cutting to King's Tor. There, we will be looking for a railway halt, which was used for loading trains with granite from the quarries at King's Tor and Foggintor.

Still following the railway, we will continue our journey to see Swelltor Quarry and stop at a ruined farm, then a stop at the charmingly named, Yes Tor Bottom and onwards towards Ingra Tor and the final stage of the disused railway line. And at this point, we could end our journey and retrace our route back to Princetown, but today, we are intending to continue to a car park on the B3212, where we have arranged a pick-up to take us back to Princetown.

The terrain is going to be reasonably even today as we are following the old railway line, but Tony is this going to be fine for the tramper?

Tony – On yes, for a tramper, it is relatively easy altogether, although parts of it are more bumpy than others, and if one goes off to the sides from time to time, as one is tempted to – especially on a tramper – then it can be a bit rougher.

The route from the High Moorland Visitor Centre to Ingra Tor Quarry is about 5 miles (approx 7.5 kms) one-way, making a total distance of 10 miles (15 kms) if you are coming back again. It's best to allow 2 – 2.5 hours each way if you are walking, but Tony in a tramper, how long do you think?

Tony – I should think it is about the same, because although you could, if you were not with company, go much faster, especially over the smoother bits – you are not likely to do it on your own anyway, you would probably have walkers, so I would allow certainly 2 hours.

Now, just before we set off, a word about maps. Although we are sticking very much to the old disused railway line, it is nevertheless always a good idea to have one if you are walking, or tramping on Dartmoor. Mine is an Ordnance Survey Explorer, number OL28, titled quite simply "Dartmoor", and Jackie, you're bringing a map you downloaded from the website.

Jackie – The map actually prints out onto an A4 sheet, so it is much less bothersome than a great big map, which Tony, I am sure you will agree, when you are trying to use your tramper vehicle, the last thing you want is to be fussing with a big map.

Tony – Yes, especially in a high wind on the top of Dartmoor.

Now, the grid reference for the High Moorland Visitor Centre is SX 591 735 and we are heading west?

Jackie – With the High Moorland Visitor Centre behind us, we'll turn left and take the first left turn, which is Station Road and just follow that along. We will come to a gate and then go onto the disused railway line. We'll actually stop at the Old Railway building just before that.

Well Tony, Jackie, Jenny – let's get going - lead on.

And as we walk out of Princetown, I can tell you that there are a number of stops on this audio tour and probably the best thing to do is simply turn off now, enjoy the walk and we'll see you at our first stop, the old Railway Station, grid reference SX 589 735. Switch on again then and we'll give you a bit more information.

Track Two – Old Railway Station (Grid reference SX 589 735)

Now, we have stopped at a gate, having gone past the old railway station. Looking back on it now, well there are several things actually – there's a brewery on our left and we can just about smell some hops going on there. There's a fire station that we passed and then you can see what is definitely an old railway station, although there's not a huge amount left of it now.

Jackie – No, that's one of the few remains of the Great Western Railway Station, which superseded the horse-drawn tramway in about 1884. So, now that we have got to this point, you can see the gate just ahead of us – we'll go through that and keep going and you will see a fir plantation on your right.

Peter – Okay, there's a bit of boggy ground to our right where the horses have been tramping along.

Tony – They make more mess than the tramper! (Laughs)

Peter – Now, we are coming to our first obstacle really here aren't we, which is getting through a gate. A big metal lever to pull it and open it up – no problem for you this one?

Tony – Because I can stand up in my tramper, I can actually get to open it and because it does open both ways, it means I can push it. Now let me just try (easier said than done!) – and once it is off the latch, I can then use brute force and simply push it with my bull bar. Not everybody, who of course, is in a tramper, will be able to do what I do, which is stand up in it. So you would need probably a companion to open it for you.

Peter – Now Jenny, you accompany Tony on a number of walks.

Jenny – On a number of walks, yes I do.

Peter – But not always?

Jenny – Not always no, he ranges far further than I want to go.

Peter – It's quite a narrow path here, there's only just enough space for the tramper. I'm walking behind.

Tony – It's a comfortable width for a tramper – I've seen a lot worse.

Peter – Now Jenny was saying that she's not always with you on these walks – you do quite a lot on your own?

Tony – Absolutely, we're lucky enough to live on the edge of Dartmoor, so that I can go out from the house and tramp. One of the problems with any battery driven machine is length of life of the battery. The tramper is

particularly good for this as it has two very large batteries. You can keep going 3 or 4, or possibly 5 hours, depending slightly on the terrain, but it still has a limit, so one has to judge one's outings according to what one can manage to do. Part of the joy in getting a tramper is being able to be independent and that's what most disabled people want to be, because dependence is the worst part of disability.

Peter – Jenny, with Tony in his tramper, that's obviously one way to do it, but what about pushing a physical wheelchair?

Jenny – Well, that's interesting because I was thinking about that and thinking what a difference it has made him having the tramper. From the start so far, I could certainly have pushed the wheelchair and it is alright along here – not perfect, not like a hard surface, but it is okay, it's possible.

Peter – I wonder how much further you could actually get? It is a disused railway most of the way, so it is this kind of course ground.

Jenny – I'm pretty sure you would come to a point where you wouldn't want to push a wheelchair any further. A few things along the way would make it difficult.

Peter – And I suppose boggy ground?

Jenny – Boggy ground is very difficult, but rough stones I actually find worse because it catches and it tips.

Peter – And of course when you are going out somewhere, you have got to come back, so you need to think about that.

Jenny – Exactly, going down, going up.

Peter – Yes, you have to think the opposite.

Tony – Pushing a wheelchair is one thing and going in a wheelchair being pushed, but for somebody who regards their wheelchair as something they do on their own, then it is a different story. They will be equipped with a more versatile wheelchair and be able to manage harder terrain.

Peter – Now, we've come to the end of the pine trees on our right hand side – this plantation, and we're now going to follow this railway. We can't get lost, can we Jackie?

Jackie – No, no (laughs) – it would be very hard to get lost!

Peter – So we're going to follow this railway line to the next relic, which is a railway bridge and the grid reference is SX 585 734. The wind is, in fact, getting up a bit here as we are getting exposed as we come out of the boundary of Princetown.

Jackie – Yes it is – however, it does mean that you have got some wonderful, open views from here, which is one of the main reasons we wanted to do this disabled ramble, which is one of the audio walks series, because this disused railway line gives people, of all abilities, the opportunity to get that Dartmoor experience and feel they are out in the landscape.

Peter – Well, I see that Tony and Jenny have zoomed off ahead, so we'll go and catch up with them. Now, there's a huge aerial on our right hand side – is it a television mast?

Jackie – It's North Hessary Tor. It's a very distinctive landmark, which can be seen from miles, so you always know that if you can see that, it's Princetown.

Peter – Okay, well let's carry on to the railway bridge – we'll switch off now and see you when we get there.

Track Three – Railway Bridge (Grid reference SX 585 734)

Peter – We're just approaching the bridge now and Jackie and Jenny are following behind, so we're waiting for them to catch up with us. It's getting a bit breezy.

Tony – Yes, I'm definitely a little cold. In fact, I'll do up the zip of my fleece, because the wind is strong and sitting on something and not expending energy makes it very necessary to dress up and have warm clothes when you come out. Certainly in my own case, and no doubt in several others, if you have bad circulation to contend with, so getting cold is not the best policy.

Jackie – Do you have any tips for people in a similar situation, for how to keep warm? Are there any special clothing, or warm packs that you can wear?

Tony – Well, I would recommend sailing trousers, which you can put on, usually over another pair of trousers, so it has a double function of keeping one dry as well as warmer and I have an extremely good, and very long Swedish scarf, which I wrap around my head and, even my body! You certainly do need to keep warm, because Dartmoor is seldom really very hot and even on a day like this when the sun is sort of shining, there is still a cold wind.

Peter – Well, let's head on over this bridge – it's very narrow. It must have been single gauge I would imagine, but it's wide enough for us (just).

Tony – Wide enough for a tramper!

Peter – And we're going to be heading now, well we're going to be looking for a halt?

Jackie – That's right, King's Tor Halt. The grid reference for that is SX 565 733.

Peter – And as Tony and Jenny again zoom off ahead of us and we cross this bridge, how long do you think it is going to take us to get to the next rendezvous point?

Jackie – I guess it will take about 15 minutes or so. Just enjoy the lovely views out here and you'll also go through a railway cutting. You can tell that because it will have a very steep sided bank either side of the track.

Peter – Okay, well let's switch off now and we'll see you there.

Track Four – King’s Tor Halt (Grid reference SX 565 733)

Peter – Well, it’s taken us about 20 minutes from the railway bridge and we are just approaching a number of granite slabs and rocks that are well overgrown. Jackie, you’re convinced that this is a railway halt?

Jackie – There’s a crossroads of tracks here. We will be going straight across and you will see like a raised bank slightly to your right – that’s King’s Tor Halt. But just to put you in the picture here, to the right is a track, which leads you up to Foggintor Quarry and then down to your left, you will see a track which disappears quite steeply away.

Peter – And this would have been the place where the granite would have come from the quarries and put on the trains to be taken back to Princetown and beyond?

Jackie – The quarry to our right – Foggintor Quarry – the granite from there was actually used in the building of Nelson’s Column in Trafalgar Square, and we’ve got a couple more claims to fame further along (laughs).

Peter – Okay, so we’re going to go on to the quarry itself, that’s King Tor Quarry and the grid reference, if you are following on a map, is SX 558 740 and we are going to meet a Ranger there and talk a bit more about the quarrying.

(Sound of walking and the tramper).

Peter – I notice that the terrain here is a bit more rough – Jenny, you wouldn’t push a wheelchair along here?

Jenny – No, I think I would have stopped back at the bridge. It’s too uncomfortable for the sitter and not particularly easy for the pusher.

Peter – But Tony, you’re quite happy with this terrain?

Tony – Yes, with the tramper. The stony ground is quite bumpy, so it’s not as comfortable, but we are now coming on to a bit more grassy ground, which is a more comfortable ride. We haven’t yet encountered anything that would be remotely challenging to someone who is looking for a challenge.

Peter – There’s quite a bit of cow dung here! That’s not going to slow you up?

Tony – (Laughs) I think I can either straddle that or avoid it!

Peter – Well, let’s switch off now and rendezvous at King’s Tor Quarry.

Track Five – King’s Tor Quarry (Grid reference SX 558 740)

Peter – Well, we’ve just had a little lunch break here on the north-western side of King’s Tor. We’ve half circumnavigated it I suppose haven’t we and the landscape is actually quite amazing here – we’ve got lots and lots of boulders around us now which are remnants of, one assumes, the quarry - stone walls and not many, but a few individual hawthorn trees sticking out.

Jackie – The landscape here is really open and a perfect place for a refreshment stop! You can pick out some really interesting features – looking straight out with all the rocks behind you, and going from right to left, just in the near distance at about 2 o’clock on a clock face, you can see a collection of trees, with what looks like a square-ish enclosure. That’s the Four Winds car park – there was actually a school there for the quarry workers’ children to attend from Foggintor. And then, panning round you will see Merrivale Quarry, quite a deep sided quarry with a white house in front of it.

Peter – So none of these quarries are still working today are they?

Jackie – No, work finished in 1938. Foggintor and Swelltor Quarries - they were two of the largest on Dartmoor - during their heyday in the late 19th century, they had several hundred people working here and that’s what gave rise to the communities that sprang up around here.

Peter – And the railway that we are standing on – the one we just had lunch beside – this was primarily for the quarries?

Jackie – Primarily for the quarries, it was also used to provide goods from the Plymouth area back up to Princetown, both for those workers and, of course, the prison.

Peter – It must have been a really majestic sight – you’re sitting here having a picnic 100 years ago, on a sunny day, and seeing a lovely steam train hurtling round the corner! You can’t imagine it now as it’s so peaceful and tranquil – it must have been a hive of industry.

Jackie – Yes, well, going into the High Moorland Visitor Centre, you can always find out more information on that. And there’s the Dartmoor archive photography and you will get to see some really interesting pictures of it back in its heyday.

Peter – Now, Tony, I saw you actually putting your machine onto 8 and taking off at some pace! Presumably, the terrain is a little bit easier than it was at the last halt we came to?

Tony – Yes, I would not have done it on the worst bit, I must say, as it would have been a very bumpy ride, whereas while it is smooth right here, there is no problem going at a higher speed.

Peter – So we are going to head off now, having had our lunch and are suitably refreshed, carrying on around the King's Tor Quarry – and Jackie, you have someone we are going to meet.

Jackie – We are going to meet one of our Rangers, Ian Durrant, and he has been out with Tony, prior to doing this route, to map the terrain and give us a bit more information on the area.

Peter – So the railway track we are on now, we keep on going round and round and eventually it splits in two. Am I right in saying that we take the left hand fork to keep snailing into the quarry itself?

Jackie – Yes, we are keeping to the foot of the quarry. You will see a more stony track, but we will be on the higher, grassier one.

Peter – Okay, let's switch off now and we will rendezvous at round about grid reference SX 558 732, which is Swelltor Quarry.

Track Six – Swelltor Quarry (Grid reference SX 558 732)

Peter – As we come round the corner now, the wind is getting up, but also the sun, so we have a bit of both now. Tony and Jenny have stormed off ahead – and this is Ian, who is one of your Rangers.

Jackie – Let's go and meet him, shall we?

Peter – We're next to some very strange granite workings here – Ian "Hi".

Ian – Hello

Peter - What are these things we can see right in front of us now? It looks like some very grand architecture.

Ian – It's nice to see these in situation to show you what the quarries were all about. As you walk through the landscape, the quarries now just appear derelict, with big piles of spoil, but here you can see the corbels. It would have been part of one of the London bridges. They would have been commissioned and they were made, but never transported out and never taken to London. So all this hard work for over a dozen pieces of the bridge were never used.

Peter – It's quite extraordinary because everywhere we go around this hill now, there have been bits of granite rubble, large pieces of granite sprawled all over the place – but here, these pieces have been carved by human beings and you can see now that they would have been supports for a bridge. It's really bizarre seeing them here.

Ian – You can see the contrast between the carved pieces at one end of the corbels and the other end, which is just the raw rock, as it would have come out of the quarry. It's nice to see that, along with all the quarry waste. The main characteristic is you are looking for all the sharp corners – if you are on the tors on Dartmoor, they have all been sculpted and have smooth edges, which have been done by the wind over the millennia, but here the corners of the rock are very sharp.

Peter - Jackie, when were these commissioned?

Jackie – Well, they were actually cut in 1903 for the new London Bridge, but were surplus to requirements and therefore left behind.

Peter – So does that mean that an architect actually over-specified?

Jackie – Yeah, that's it because they were designed for the flying walkways for the London Bridge when it was widened by about 15 feet in 1903.

Peter – And this is the same London Bridge that now resides in Arizona?

Jackie – (laughs) That's the one!

Peter – Ah ha, what a history that bridge has had.

Ian – If you want to go further into the quarry and see the loading bay for the railway, you can just continue along this track.

Peter – Let's do that. Tony, okay for you is it, this terrain?

Tony – Yes, it's not too bad here, although as we get further in towards the quarry it does get much tougher and if I were to use the grading that the Disabled Ramblers tend to use, either 1, 2 or 3 – so far, we have only been on (at the beginning) 1 and then parts in the middle, probably 2, but now, if we go right up more of less into the quarry as far as we can, it's definitely 3.

Peter – Well, let's go and have a look shall we and see how far we get?

Tony - Let's go.

Peter – So Ian, what's your role with the Dartmoor National Park? You're obviously a Ranger – it says so on your T-shirt.

Ian – Yes, I wear a uniform so people know who I am. Anyone who comes along – in the summer-time with all the visitors and tourists, I can help them out and point them in the right direction for whatever they may need – walks, or information, or places to visit. My other main role is to do with maintenance of public rights of way, which is very important on the Moor.

Peter – And as far as accessibility is concerned, obviously today's walk has been fairly easy, although a little bit bumpy right now as we are going over the ancient sleepers, but what are some of the issues for disabled ramblers on Dartmoor?

Ian – We have a publication called "Easy Going Dartmoor", which sets out routes which are suitable for people of all abilities. They are all graded so you can make the decision by looking at the route as to whether or not you can attempt it. So it doesn't suggest whether it is suitable for someone in a wheelchair or for someone with limited mobility, but it is down to the person using the route to make that decision – and so we have graded all of this route using that criteria.

Peter – Well, it has been really interesting coming into the quarry and seeing some of the works and the walls and the bits of stone that have been left around here, but we are going to head for a ruined farm, which is grid reference SX 564 728.

Jackie – If we leave the quarry now and retrace our steps back to the main railway line, turn left so that we join that, and follow that round until we join another strong track and then we are turning right round to the ruined farm.

Peter – So it's following railway lines all the way basically?

Jackie – Yes it is.

Peter – So we can't get lost. Right, on we go.

Track Seven – Ruined Farm (Grid reference SX 564 728)

Peter – We really have skirted round King’s Tor and Swelltor Quarries now and we have come to a gate on our right hand side with a little round sign and a little character in there.

Jackie – That’s actually the symbol for CROW access land, which stands for Countryside Rights of Way Act, which came into being in 2005, and that opened up access of Mountain, Moor, Heath and Down land.

Peter – And how does that differ from the rest of Dartmoor, which is open land?

Jackie – It doesn’t differ very much for Dartmoor, which already has miles of open access through its Commons, but this is something that was done throughout the UK and extra parcels of land were then opened up, thanks to the CROW Access Act. This is a ruined farm that the gates leads through to, but we won’t be going in there today as I think it is not particularly easy access for someone in a tramper, because there are quite a few large stones blocking the path there.

Peter – That’s right and it looks like it is quite boggy there if there’s any kind of rain around.

Jackie – Yes, it probably can be. The best thing we can do now is to stand next to the gate – to our left, you will see a track going uphill – we ignore that one and go straight on along the railway line. And again, using the clock face, if you look to 1 o’clock you might just see, on a good visibility day, a fence (a kind of low fence) and that is where we are heading next – it’s Yes Tor Bottom. And, I’ll do your bit for you! Yes Tor Bottom, grid reference SX 565 725.

Peter – And basically, when you see the fence on your right hand side, look for the turning on the left shortly afterwards. There are a couple of stones in the middle of the entrance, so best for a tramper to go on the outside of these, then just follow the path as it skirts around the horseshoe shape until you come to the grassy area, which is in fact a bridge overlooking the water of the stream.

Jackie – And that might make a nice coffee stop actually.

Peter – I’m looking forward to it already! Okay, let’s rendezvous there.

(Sound of tramper along the track)

Track Eight – Yes Tor Bottom (Grid reference SX 565 725)

(Sound of tramper along the route)

Peter – This is quite a challenge Tony – a precarious angle I just saw you at then. Here we are. So Tony, coming through to Yes Tor Bottom here, coming off the main railway track, it was pretty bumpy and there were some serious boulders

Tony – There are some serious boulders, but none so serious that they can't either be straddled, or circumvented. The difficult is where they are very tight together, large boulders, because then you really can't cope with that.

Peter – You would get your wheels stuck between two boulders.

Tony – Yes, you would get your wheels stuck, but this is manageable, but not particularly easy.

Peter – Well, this is a lovely spot. It's huge bridge actually – we are standing on top of it now, it's all grassed over, but it goes down quite a way. Why is it so big Jackie?

Jackie – Well, this sort of horseshoe shape here was actually the original route that the horse-drawn carriages would have taken, but when the steam trains came in, they couldn't negotiate such a turn, so that was when they introduced the straight track which is what we are looking back onto now. It's really tranquil, you've got the nice sound of the water and it was great that Tony was able to negotiate his way through here.

Tony – Yes, but I don't think I would want to go much further along this route as it could get more hairy as you go along.

Peter – So we can see this bridge, well the bridge we are standing on where the old tramline was and we can see the bridge where the relatively more modern railway line was and we came through a cutting, didn't we, but there is a bit of a story about the cutting isn't there?

Ian – Yes, during the construction of the cutting, the sides were vertical and they collapsed in killing two men. It just shows the dangers of construction in those times, life was cheaper.

Peter – Well, of course, it must have been harsh here in the winter – it's beautiful today and we've got this tranquil stream beneath us and it couldn't be a more pretty place, but in the winter time, it must be quite bleak and desolate.

Ian – Yes, I think the winters very harsh, over the years and caused a lot of problems for the railway at the time – iced tracks, snow covering the tracks and also being on high ground, the drifts were huge up here.

Peter – Obviously, these days we are using this as a walk and it is a very accessible walk, but the Disabled Ramblers Association, they have categorised walks don't they? How does today's walk work?

Tony – Well, if one takes the whole thing, as long as we stay on the old railway track, I would say it would be category 2 virtually all the way. Category 1 would be described as Easy and would mainly be sealed surfaces. Category 2 is described as Moderate and, in fact, does virtually describe this entire journey on the track, the old railway track. And Category 3 is rather pleasantly called Challenging! And so anything you do off the main drag here is likely to go into Category 3 as Challenging.

Peter – And Category 4 is, of course, for the experienced?

Tony – Yes Category 4 is what we are all looking for, but hasn't quite come into existence yet (laughs), but certainly some of the things that the Disabled Ramblers go on is nearer Category 4, than Category 3.

Peter – So Jackie, we'll leave this rather tranquil spot shall we and continue our journey along the railway line.

Jackie – If we retrace our steps out of here to the railway line and turn left, then we will carry on walking as far as Ingra Tor Quarry.

Peter – Which is grid reference SX 556 722, so let's switch off now and we'll turn on again when we get to Ingra Tor Quarry.

Track Nine – Ingra Tor Quarry (Grid reference SX 556 722)

Peter – Well, we've just come to the entrance of Ingra Tor – another quarry here – lots of granite boulders again and on our right as we go past it there is another railway halt of some description.

Jackie – This particular platform was abandoned in 1956 when the railway line was closed and it hasn't been used since. Regards going into Ingra Tor Quarry, you can get to the very beginning part of the entrance, but then there are quite a lot of big boulders that you have to climb over, so not suitable for a trumper at all. But inside, there are remains of the old workings – the cranes and metalwork like that.

Peter – There are some pretty serious boulders there.

Jackie – Yes, there are.

Peter – I wonder how they actually got it from there, one presumes they used a crane didn't they to get it from here on to the train itself. That must have actually gone into the quarry, or would they have manhandled these lumps of granite onto the train? I've no idea, one can only speculate!

Jackie – (laughs) That's right.

Peter – Okay, now if we wish, we could end the walk here and basically go back whence we came – following the route exactly as we came here and so we would be about half way at this point. Now, if we were to do this, Tony, what is your battery saying – would we make it back?

Tony – Yes, it is well over three quarters full, so we would get back okay. Even though it will be going uphill, as most of this has been downhill.

Peter – Well, today we are not going back. The weather has been fine so we are going to continue our journey along the railway line for about another 800 metres when we will meet a bridleway heading off to the left. Follow this, which takes us up and over to the car park on the main B3212, which is at grid reference SX 561 707. Now, as I say, today it is dry, but I wouldn't recommend it if it is at all wet as the bridleway gets very boggy and if that's the case, I would certainly turn back here. So, I think what we'll do now is follow the rest of this railway line, go up the bridleway and meet at the car park. There might be an ice cream van there, you never know!

Jackie – One can hope!

Peter – Well now Jenny, as Tony is tramping off in front of us here, do you ever get nervous of him tipping over?

Jenny – I have to say that I do, particularly when he began. I used to trot along behind and it would lurch over a stone and I would literally run up and push it. It's not something he likes me to do and I have learnt to be a bit more

restrained, although every so often I can't stop myself squeaking with horror if he goes, particularly actually downhill, even more than uphill. Down steep hills are really quite something, but a lot of the time it is a really pleasant way to be, walking out together. I can walk beside it and we can chat and it is just like anybody else going out on a walk.

Peter – Although presumably, you are the one who gets the most tired?

Jenny – Well, the surprising thing is, and I don't know the reason why, but I actually find I can walk further when he is in the tramper. And another thing, occasionally I can put my hand on the back of the sea – and it's not that he is pulling me along – but it gives you a little boost.

Peter – And have you ever be tempted to sit on the back?

Jenny – He has offered!

Track Ten – Car Park on B3212 (Grid reference SX 561 707)

Peter – And it has been a magnificent walk, I must say and I'm getting quite warm now. The sun has kind of gone now and it's getting a little breezy, but there is still some blue sky, but we have missed the rain – hurrah! We have come to a stop at the car park, which is actually the end of this walk, isn't it?

Jackie – Yes, it's on the Princetown to Yelverton main road.

Peter – So Tony and Jenny, how was the walk for you. Was it particularly strenuous would you say, or was it an easy one today?

Jenny – It was absolutely fine. It was great and I would do it again anytime. I really love it.

Tony – Well, this was not the first time I have done this walk – well, it's the first time I have done it end to end. The only thing about the last bit cutting across from the track up to here is, I think, it would be weather dependent to some degree, particularly at this end by the car park. We came through some pretty boggy pieces and if there had been a lot of rain, I could see a tramper easily getting stuck.

Peter – So, we've really got two options – we could done as we have done today on a dry day, but if it were raining before we set out, we could have thought we should turn back at Ingra Tor Quarry.

Tony – That's right. I think definitely, that would be the better option.

Peter – And Jackie, there's more information on the Dartmoor National Park website?

Jackie – Yes and the Information Centres always have information on accessible parts of Dartmoor. There is a pack called "Easy Going Dartmoor" and this particularly looks at the towns and villages handling the accessibility side, and that's available on the website as well as in the Information Centres.

Peter – Alas, no ice cream van! I have to say, that is the only disappointment.

Jackie – Very disappointing (laughs).

Peter – But nonetheless, it has fabulous and really eye-opening I have to say. Thank you very much Jackie and Ian from Dartmoor National Park Authority and a special thank you to Tony and Jenny for your time today and for tramping with us on this walk.

Tony – It's been a pleasure.

