

BRITISH RAILWAYS in CORNWALL

The following black and white photographs of railways in Cornwall are available from Hugh Davies, Apartment 8, Caesar's Place, Ockford Road, Godalming, Surrey GU7 1QW. For current prices and details of many other lists available please see Leaflet PL. Please always send a large, stamped, addressed envelope and 40p per list. Stamps are acceptable. Postcard size prints are normally available from stock. Larger size prints are only made against specific orders.

All photographs are taken by Hugh Davies and other members of the Railway Enthusiasts' Club (the REC) between 1946 and 1968 and the great majority have never been published. Indeed we shall be continuing to identify negatives, many thousands of them, over the next few years - negatives that have never before been printed, let alone published - so if you don't see what you want here, please keep in touch. What you require may feature in a future amendment or a new subject list.

This list and further information is available on our website www.photosfromthefifties.co.uk

The following lists may also be of interest:

- List IND: for standard gauge industrial railways
- List IMA: for industrial relics
- List NG: for narrow gauge railways

PENZANCE

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 28A | Penzance station: 4908 at platform on arrival | 17 June 1956 |
| 28B | Penzance looking east: express passenger train arriving: 8409 on right. | 17 June 1956 |
| 525A | Penzance station: general view from behind buffers | 17 July 1960 |
| 525B | 4570 negotiating crossover at buffer-stops end of station | 17 July 1960 |
| 2845A | 4-6-0 6858 <i>Woolston Grange</i> following arrival at Penzance, viewed from the southern corner of the concourse | 1958 |
| 2845B | Penzance station, looking down platforms 1 and 2; stock at both platforms, but no locomotives in view | 1958 |
| 2845C | Castle class 4-6-0 5075 <i>Wellington</i> at head of train ready for departure from Platform 2 at Penzance, viewed from Platform 3: sleeping cars just visible in Platform 1 on right | 1958 |
| 2846A | ¾ view of Castle class 4-6-0 5069 <i>Isombard Kingdom Brunel</i> in the shed yard at Penzance | 1958 |
| 2846B | Good overall view of Penzance shed and yard with 5 or more locomotives in the picture, plus numerous wagons | 1958 |
| 2846C | 4-6-0 6832 <i>Brockton Grange</i> approaching Penzance with a short freight train. St. Michael's Mount just visible in the mist in the background | 1958 |
| 2847A | 4-6-0 5934 <i>Kneller Hall</i> standing outside Penzance shed. Good ¾ view from track level | 1958 |

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| 2847B | Penzance station: overall view from road above the tracks, looking towards the station buildings. All platforms vacant except No.1, which appears to be sleeping car train with 0-6-0PT attached (for steam heating?) | 1958 |
| 2847C | The East end of Penzance station viewed from the road above platform 1 (occupied by stock of up night train including sleeping cars with 0-6-0PT); 2-6-2T 4547 arriving bunker-first with three-coach train at Platform 3 | 1958 |
| 2904A | 4-6-0 6805 <i>Broughton Grange</i> arriving at Penzance with a lengthy train of coaching stock | June 1958 |
| 2904B | 2-6-2T 4547 standing in Penzance station with a train for St. Ives | June 1958 |
| 4159 | Overall view of platforms under the overall roof: all platforms occupied (taken on a different occasion from the other prints listed) | |
| 5402 | Hall Class 4-6-0 4978 <i>Westwood Hall</i> arriving at Penzance: view partly obstructed by station nameboard | |
| 5712A | Milepost 326 ½ on the retaining wall at Penzance station | |
| 9021 | <i>Cornish Riviera Express</i> (10.00 a.m. Penzance-Paddington) getting under way from Penzance, hauled by Class 7MT Britannia 4-6-2 70016 | 15 Sept 1953 |

ST. IVES BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 27A | St. Ives station, looking south, train arriving | 17 June 1956 |
| 27B | St. Ives station looking south, 4548 running light | 17 June 1956 |
| 27C | St. Ives station looking south, 4548 in view | 17 June 1956 |
| 43A | St. Ives station looking south, 4548 running round train | 23 June 1956 |
| 5400 | St. Ives station, looking to buffer stops, with passenger train in platform (locomotive bunker first, near end) | |
| 2904C | St. Ives station viewed from above, with coaches in head-shunt nearest camera, and train with 2-6-2T bunker-first ready to leave in station beyond | June 1958 |
| 2905A | 2-6-2T 4547 ready to leave St. Ives with passenger train, photographed from the turnout to the goods yard, showing short bay platform with locomotive on right of picture | June 1958 |
| 2905B | St. Ives station viewed from the outer (St. Erth) end, featuring goods shed, goods crane and passenger train ready to depart | June 1958 |
| 2905C | St. Erth, with 2-6-2T 4547 running rounds its St. Ives branch train; photograph taken looking east with main platforms on right of picture | June 1958 |
| 5404 | St. Ives station, looking from buffer stops end: passengers walking towards train at platform, locomotive at far end | |
| 5451 | Carbis Bay station: steam train from St. Ives in platform with throngs of holidaymaker passengers: looking towards St. Ives from above | |
| 9022 | 3.30 p.m. St. Ives to St. Erth at St. Ives, hauled by 2-6-2T 4548. Viewed from the seafront below looking up and over the trackside wall, therefore only top half of train showing | 15 Sept 1953 |

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| C988 | St. Ives station viewed from above buffer stops end; train ready for departure at far end of platform; stock nearer camera; loco shed and water tower in distance | 15 June 1958 |
| J1445 | Close-up view of 2-6-2T 4564 at the platform at St. Ives, coupled to its train | 15 Oct 1960 |
| J1446 | Down train approaching Carbis Bay on the St. Ives branch, viewed from above | 15 Oct 1960 |
| J1447 | Down train approaching Carbis Bay, with loco bunker-first | 15 Oct 1960 |
| MHW363 | St. Ives station, overall view, with a 2-6-2T arriving with the 5.55pm train from St. Erth | 17 July 1960 |
| W1298 | St. Ives station, Cornwall: viewed from the south end with single unit railcar in the foreground (special working for the REC) with regular service DMU at the far end of the platform | 14 July 1963 |

HAYLE WHARF BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 361 | General view of Hayle yard, with 0-6-0PT 9748 shunting | 10 April 1959 |
| 362 | 0-6-0PT 9748 on the roadway with 11.15 a.m. freight Hayle Wharf to Hayle | 10 April 1959 |
| 4197 | 0-6-0PT on freight train from Hayle Wharf arriving at Hayle: goods yard on right | |
| C1006 | 0-6-0PT 9748 arriving at Hayle yards with the freight train from Hayle Wharf; view from above of whole train | 17 June 1958 |
| W1299 | Single unit railcar at Hayle Wharf during the REC's <i>Cornish Intensive Rail Tour</i> | 14 July 1963 |
| W1300 | Overall view of Hayle Wharf with single unit railcar forming a special working for the REC standing on the road | 14 July 1963 |
| W1301 | Single unit railcar C2 at Hayle Wharf; closer view from different angle to W1300 | 14 July 1963 |

HELSTON BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 41C | 4566 at Helston | 22 June 1956 |
| 42A | View from carriage window, looking forward, crossing Cober viaduct, Helston branch | 22 June 1956 |
| 2888A | Unidentified 2-6-2T bunker-first with freight train standing at signals waiting for access to Helston | 1958 |
| 2888B | Helston station viewed, from the top of the cutting next to the locomotive shed, with two locomotives (4540 and 4554) in steam, passenger stock at platform, lots of freight stock, chute for loading stone into wagons (left) | 1958 |
| 2888C | Helston station, viewed from near the chute for loading stone into wagons; two 2-6-2T's in steam (one is 4554) | 1958 |
| 2889A | Two 2-6-2T's (4540 and 4554) in steam near Helston shed; the shed is in the background: looking north-east from the bank on the west side of the line | 1958 |
| 2889B | 2-6-2T 4554 on the Helston train in the branch platform at Gwinear Road: photograph taken looking east along down main platform | 1958 |

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| 5411 | "Gwinear Road for Helston, The Lizard, Mullion and Porthleven" large signboard with GW 45xx 2-6-2T on Helston branch train beyond, standing against wet platform | |
| 5412 | 2-6-2T 4540 in the platform at Helston with two-coach passenger train ready for departure ($\frac{3}{4}$ head-on view) | |
| 9020 | 4.12 p.m. (SX) Gwinear Road to Helston approaching Helston, hauled by 2-6-2T 4545 | 14 Sept 1953 |
| C1038 | Helston station with signal box in foreground; 2-6-2T 4577 is just visible at platform behind carriage | 21 June 1958 |
| J1441 | 2-6-2T 4570 at Helston, having arrived bunker-first with a train from Gwinear Road | 15 Oct 1960 |
| J1442 | 2-6-2t 4570 at Helston, ready to return to Gwinear Road with the regular branch train | 15 Oct 1960 |
| J1443 | 2-6-2t 4570 with a train from Helston at Nancegollan | 15 Oct 1960 |

PORTREATH BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 4172 | Portreath harbour, showing railway lines and buildings | 17 June 1958 |
| 4173 | Portreath incline and signal box (track removed) | 17 June 1958 |

CHACEWATER-NEWQUAY

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 41A | Chacewater looking east with Newquay train arriving | 22 June 1956 |
| 41B | Chacewater looking west with Newquay train departing | 22 June 1956 |
| 2844A | 2-6-2T 4574 pulling into the Newquay branch platform at Chacewater with three coach train: $\frac{3}{4}$ view of train, taken from the footbridge | 1958 |
| 2869C | Newquay station: overall view from the outer end of the easternmost platform, showing passengers boarding a through train for Paddington on left of picture | June 1958 |
| 2870A | Newquay signalbox with 2-6-2T 4588 arriving with passenger train; also shows semaphore signals | June 1958 |
| 2870B | Newquay station: overall view from outer end of easternmost platform, showing two trains and other stock at the platforms. The locomotive nearest camera is 2-6-2T 5193 | June 1958 |
| 2870C | Perranporth station, showing (left to right) wagons in siding, station building and signalbox | June 1958 |
| 2871A | Perranporth station, showing platform buildings with signalbox at far end: three tenders for water supply in siding on right | June 1958 |
| 2871B | Three-coach train hauled by 2-6-2T 4561 arriving at Perranporth, with brick built goods shed partly obscured by locomotive | June 1958 |
| 4269 | West Cornwall Railway gate notice at Chacewater | |
| 4806 | 45xx Class 2-6-2T 5526 on passenger train of GWR stock: $\frac{3}{4}$ view of locomotive from bunker end. Train just leaving Shepherds, heading for Perranporth. | |
| 5401 | 2-6-2T 5526 with passenger train for the Chacewater line in the platform at Newquay ($\frac{3}{4}$ view of locomotive) | |

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| 5414 | 2-6-2T 5193 with passenger train from Par at Tolcarne Junction near Newquay: signal box prominent. Perranporth line in foreground | |
| C986 | Overall view of the platforms at Newquay station at the outer end, with unidentified 2-6-2T bunker-first on a train for Par and beyond at the most westerly platform | 14 June 1958 |
| C987 | Perranporth station viewed from track level; no train | |
| D29 | Newquay station with single unit diesel railcar W550XX at the platform, having arrived as the 4.35pm from Par | 14 March 1964 |
| R0149 | Shepherds (between Newquay and Chacewater): view of motor inspection trolley | 1956 |

FALMOUTH BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 2894C | Overall view of Falmouth station from above, showing goods shed, sidings and passenger station | 1958 |
| 2895A | Falmouth passenger station, viewed from above | 1958 |
| 2895B | Falmouth station, looking towards the buffer stops from the outer ends of the platforms: some stock in view | 1958 |
| 4373 | 2-6-2T 4588 arriving at Perranwell with branch train from Falmouth | |
| 9019 | 9.40 a.m. (SX) Falmouth to Paddington shortly after leaving Falmouth, hauled by Hall class 4-6-0 4906 <i>Bradfield Hall</i> | 14 Sept 1953 |

TRURO NEWHAM BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 77A | 7422 and three brake vans at Truro Newham | 14 Aug 1956 |
| 77B | Original terminus with all-over roof, Truro Newham | 14 Aug 1956 |
| 77C | Original terminal offices, West Cornwall Railway | 14 Aug 1956 |
| 78A | Terminal building, Truro Newham, another view | 14 Aug 1956 |
| 78B | Station entrance exterior, Truro Newham | 14 Aug 1956 |
| 535A | 5552 2-6-2T $\frac{3}{4}$ view at Truro Newham (beyond coal stacks) | |
| 535B | As 535A but broadside, and much closer | |
| 535C | 5552 with brake van at Truro Newham ($\frac{3}{4}$ view from rear) | |
| 2893B | Shunting in progress at Truro Newham, with plenty of goods stock in view alongside the water: dredger tied up | 1958 |
| 2893C | Shell BP tank wagon 4089: close up $\frac{3}{4}$ view, at Truro Newham | 1958 |
| 2894A | 2-6-2T shunting at Truro Newham: overall view of the yards, taken from the west end looking towards the buffer stops | 1958 |
| R0145 | Truro Newham: exterior view of station building at the end of this branch, goods only ($\frac{3}{4}$ view) | 1956 |
| R0146 | Ship unloading timber at Newham, looking towards Truro | 1956 |
| R0147 | Ship unloading timber at Newham, another view | 1956 |
| W1303 | Single unit railcar C2 at Truro Newham goods, formerly the easterly terminus of the West Cornwall Railway | 14 July 1963 |

LANSALSON BRANCH/TRENANCE VALLEY LINE

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 73A | 8750 Class 0-6-0PT shunting at Bojea yard, half way along the branch, with the 9.15 a.m. freight from St. Austell | 13 Aug 1956 |
| 2866C | View from brake van looking towards the locomotive of an empty china clay train at unidentified location in the china clay area | June 1958 |
| 2867A | 2-6-2T 4552 with empty china clay train in Lower Ruddle Yard, which was virtually opposite the Boskell china clay works sidings | June 1958 |
| 2867B | 2-6-2T 4552 with long train of open wagons on the branch approaching the turnout leading to the Boskell china clay works sidings; good overall view, different perspective from reference 4190 | June 1958 |
| 2867C | Near head-on view of 2-6-2T 4552 with train on the branch approaching the turnout leading to Boskell china clay works sidings on the Trenance Valley branch | June 1958 |
| 4190 | 4552 with long string of wagons in the Boskell china clay works sidings, on the Trenance Valley branch | 1955 |
| C1012 | 2-6-2T 4552 on the Lansalson branch (Trenance Valley line) from St. Austell, with a china clay train; $\frac{3}{4}$ view with loco going away from camera | 18 June 1958 |
| C1013 | 2-6-2T 4552 shunting a long string of wagons in the Boskell china clay works sidings on the Trenance Valley branch; good $\frac{3}{4}$ view of loco with train behind | 18 June 1958 |
| R0128 | 0-6-0PT 3705 with two brake vans in the sidings at the junction for the Lansalson branch (Trenance Valley line) on the up side of the main line between St. Austell and Gover viaducts | |

ST. DENNIS JUNCTION-DRINNICK MILL-BURNGULLOW

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 35C | Drinnick Mill: 10.50 a.m. minerals to Burngullow awaiting departure with 3635 | 20 June 1956 |
| 86C | 0-6-0PT on arrival at Little Treviscoe, near Drinnick Mill, with 10.00 a.m. freight from St. Dennis Junction. | 17 Aug 1956 |
| 87A | Groundframe and wagons at Little Treviscoe | 17 Aug 1956 |
| 438 | 0-6-0PT 9655 and brake van M730063 near Restowrack, Burngullow - St. Dennis junction line | July 1960 |
| 440 | 0-6-0PT 9655 with train (head-on) at Drinnick Mill | July 1960 |
| 2873C | Unidentified 0-6-0PT shunting wagons at Nanpean Wharf in the heart of the china clay area | June 1958 |
| 2874A | $\frac{3}{4}$ broadside close up view of 0-6-0PT 9755 somewhere in the china clay area | June 1958 |
| 2874B | 0-6-0PT 9755 taking water at Drinnick Mill between St. Dennis Junction and Burngullow | June 1958 |
| 4779 | Former Burngullow station building (still in railway engineers' use), with signal box; main line in foreground | |
| C995 | 0-6-0PT 9755 paused on the Drinnick Mill line just south of St. Dennis Junction with a freight train | 16 June 1958 |
| C996 | 0-6-0PT 9755 shunting at Drinnick Mill, near head-on view | 16 June 1958 |
| MHW397 | 57xx class 0-6-0PT 9655 at Drinnick Mill with an up freight train | 21 July 1960 |

PAR TO TOLCARNE JUNCTION

(For Newquay see under the CHACEWATER-NEWQUAY heading)

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 33C | View from Treffry aqueduct of double-headed china clay train hauled by 0-6-0PT's (one 8750 class and one 5700 class) descending Luxulyan bank, between Luxulyan and St. Blazey | 19 June 1956 |
| 75A and 75C | Two views from brake van looking forward over loaded china clay train between St. Dennis junction and Bugle. Locomotive is 4526 | 13 Aug 1956 |
| 87C | High overbridge at Luxulyan from brake van of 3.00 p.m. from Meledor Mill to St. Blazey | 17 Aug 1956 |
| 534B | 0-6-0PT bunker-first on passenger train arriving at Goonbarrow junction from Newquay | |
| 2411C | Goonbarrow Junction signalbox with yards in the background, including 0-6-0PT shunting | |
| 2412A | Goonbarrow Junction signalbox: ¾ view (better view of front of box than 2411C; also better view of the 0-6-0PT 1626 shunting) | |
| 2412B | View from the brake van of a freight train from Carbean and Goonbarrow pulling into St. Blazey yards, showing station platform (no longer then used for public passenger services) | |
| 2869A | Luxulyan station, with unidentified 2-6-2T bunker-first on passenger train for Par at the platform: also shows water crane, camping coach and wicket gate, plus bi-directional semaphore signal. | June 1958 |
| 2869B | Five-coach through Newquay to Paddington train near Luxulyan, headed and banked by two 0-6-0PT's. Leading engine is 7709 | June 1958 |
| 2872C | 0-6-0PT 9755 in the platform at Luxulyan with down freight train; view taken from tracks leading to goods yard on left, also shows signalbox and water tank (latter beyond train) | June 1958 |
| 2873A | 2-6-2T 5557 with three-coach train forming a train for Newquay, approaching St. Dennis Junction where the line is double track | June 1958 |
| 2873B | St. Dennis Junction signalbox viewed from the south with (just visible beyond the box) a Par to Newquay passenger train weaving its way across the Junction; and an 0-6-0PT standing on the Meledor Mill line on the left | June 1958 |
| 2880A | 2-8-0T 4248 passes the turntable at St. Blazey (in the foreground) with train of open wagons; other locomotives standing round the pit included 2-8-0T 4294 | June 1958 |
| 2882A | 2-8-0T 4248 with a china clay train from St. Blazey to Fowey at Par Bridge Crossing: the left-hand line in the picture is for Par Harbour | June 1958 |
| 2882B | Overall view of Bugle station, showing both platforms, but no train | June 1958 |
| 2896A | 4-6-0 7925 <i>Westol Hall</i> with the Summer Fridays only empty dining car train for Newquay approaching Luxulyan: ¾ view | June 1958 |
| 2900A | Luxulyan station viewed over the rooftops from the road south of the station; camping coach and freight stock in the siding | June 1958 |
| 2900B | Luxulyan station: good overall view from the road overbridge south of the station, showing platform, buildings, track layout, station building, water tank, camping coach, etc. | June 1958 |

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| 2900C | 0-6-0PT 1626 with lengthy train of china clay empties entering Luxulyan: the banker is out of sight behind the trees; the line on the right is the stub end of the Treffry Tramway, and the train will work up the Goonbarrow line. | June 1958 |
| 2901A | 2-6-2T 5502 with passenger train passing over Meliniss level crossing by Bugle signalbox: signalman leaning out of window to speak to driver: good $\frac{3}{4}$ view | June 1958 |
| 2901C | 2-8-0T 4294 and an unidentified 2-6-2T just North of Bugle station; the Wheal Rose branch is seen diverging through a gate by the locomotive: $\frac{3}{4}$ view | June 1958 |
| 2902A | 2-8-0T 4294 and 2-6-2T 5519 with lengthy train of china clay empties at Goss Moor, near St. Dennis Junction. Similar to 4271A | June 1958 |
| 2902B | 2-8-0T 4294 and 2-6-2T 5519 with lengthy train of china clay empties arrived at St. Dennis Junction from St. Blazey; signalbox on right of picture | June 1958 |
| 2903B | View from brakevan of a loaded china clay train leaving St. Dennis Junction and crossing Goss Moor on its way to St. Blazey and Fowey. Locomotive 2-6-2T 5519 | June 1958 |
| 2903C | 2-6-2T 5519 and 0-6-0PT 9655 shunting freight and 2-6-2T 5521 passing with a passenger train at Goonbarrow Junction | June 1958 |
| 4184 | Through train from Paddington to Newquay at St. Blazey with 6397 | |
| 4271A | 2-8-0T 4294 and a 4575 Class 2-6-2T double-heading a loaded china clay train at Goss Moor | June 1958 |
| 4271B | Camping coach W9906W at Luxulyan, $\frac{3}{4}$ view | June 1958 |
| 4272A | As 4271B, but $\frac{3}{4}$ view from the other side | June 1958 |
| 6766 | Luxulyan Camping Coach | 18 July 1960 |
| 6768 | 57xx class 0-6-0PT 8719 at Par with a freight train from Drinnick Mill via Burngullow to St. Blazey. The locomotive is about to run round | 21 July 1960 |
| C985 | Through train from Paddington to Newquay pulling away from Luxulyan headed by a 2-6-2T (at far end an unidentified); train going away from camera | 14 June 1958 |
| C994 | 2-6-2T 5557 approaching St. Dennis Junction with a train for Newquay; short staff platform visible on left of picture | 16 June 1958 |
| C1015 | 2-6-0 6397 heading a Newquay train past St. Blazey; good $\frac{3}{4}$ view of loco | 18 June 1958 |
| C1026 | 2-6-2T 5193 at the platform at Luxulyan with a Newquay train; photographed from track level at the west end | 20 June 1958 |
| C1027 | 2-8-0T 4194 piloting 2-6-2T 5519 (latter not visible) on the bank between Bugle and St. Dennis Junction; near head-on view, only leading loco visible | 20 June 1958 |
| C1028 | St. Dennis Junction with 2-8-0T 4294 and 2-6-2T 5519 standing side-by-side; also showing signal box and signals | 20 June 1958 |
| C1029 | 2-6-2T 5519 negotiating the junction at St. Dennis with a china clay train which will eventually head for Meledor Mill, one of the lines on the right of the picture | 20 June 1958 |
| C1035 | View from the brake van of a heavily-loaded china clay train near Roche on its way from St. Dennis Junction to St. Blazey | 20 June 1958 |
| C1036 | Three locos at Goonbarrow Junction, including 2-6-2Ts 5519 and 5521, the latter on a passing passenger train; also in the picture is an unidentified 0-6-0PT | 20 June 1958 |

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| C1037 | Luxulyan with the camping coach on the left and, on the right, the two locos of an up double-headed passenger train | 21 June 1958 |
| J1440 | View from a train passing St. Dennis Junction near Newquay, showing lines of china clay wagons | 15 Oct 1960 |

CARBEAN BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 29A | Gunheath: shunting mineral wagons, with the gated siding to New Gunheath on the right | 19 June 1956 |
| 74A | Carbean: disused pit with PT on train of empties from Goonbarrow junction in the distance | 13 Aug 1956 |
| 74C | 1.00 p.m. double-headed china clay train from Carbean en route to Goonbarrow Junction at Stenalees | 13 Aug 1956 |
| 534C | 1626 head-on in the china clay loading bay at Old Beam siding on the Carbean branch, with North Goonbarrow No.1 and No.2 kilns with an old air dry between them | |
| 2411A | Gunheath Siding, end of the branch from Bugle (Goonbarrow Junction), also the reversal point at Gunheath for the branch to Carbean Siding. Shows pannier tank locomotive shunting china clay wagons, other wagons and brake van | |
| 2411B | Carbean Siding, end of the branch from Gunheath, with 0-6-0PT 1626, brake van and china clay wagons | |
| 4186 | 0-6-0PT shunting at Gunheath china clay pit. Track leading towards camera, left of locomotive is the Carbean branch, which descended for about half a mile down to a coal yard | |
| 4187 | A china clay landscape: wagons on Carbean siding in the distance, viewed from the line between Stenalees and Gunheath. In the foreground is the Carbean china clay pit whilst behind the wagons are Lower Ninestones clay pit, sand pit, engine house and kiln, with the main road from Stenalees to St. Austell just appearing middle right. Old grass-covered tips on the right are Lansalson pit tips | 18 June 1958 |
| 4188 | 0-6-0PT and GW brake van at Carbean, terminus of the branch from Gunheath | |
| MHW398 | Camping coach at Luxulyan in brown and cream livery | |
| C1014 | 0-6-0PT 1626 shunting a china clay train at Carbean siding, terminus of a branch from Gunheath | 18 June 1958 |
| MHW381 | 0-6-0PT 1626 at West Goonbarrow siding, having worked the 9.45am china clay empties from Bugle | 20 July 1960 |
| MHW383 | 0-6-0PT 1626 at Martins siding, Rose Wheal | 20 July 1960 |
| MHW385 | 0-6-0PT 1626 at Old Beam North | 20 July 1960 |
| MHW386 | View from the brake van on the 10.35am china clay train from Bugle to Carbean, at a location on the Carbean branch | 20 July 1960 |
| R0129 | Down china clay train with an 0-6-0PT at the top of Carbean china clay pit, Cornwall | 1956 |

NORTH ROSKEAR BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
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W1302 Single unit railcar C2 on the North Roskear branch 14 July 1963

CARBIS WHARF BRANCH - GOONBARROW JUNCTION

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 439 | 0-6-0PT 1664 with two GW brake vans at Carbis Wharf (terminus of branch from Bugle) | July 1960 |
| 533B | 0-6-0PT 1626 $\frac{3}{4}$ rear view shunting the siding at West Goonbarrow | |
| 533C | As 533B, but $\frac{3}{4}$ front view, also showing ringed arm distant signal | |
| 534A | 0-6-0PT 1626 shunting at Carbis Wharf | |
| 2901B | Shunting loaded china clay wagon at Carbis Wharf | |
| MHW379 | Train at Carbis Wharf | 20 July 1960 |
| MHW380 | 0-6-0PT 1626 with the 9.45am freight from Bugle to Carbis Wharf | 20 July 1960 |

RETEW BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 2902C | 2-6-2T 5519 with freight train at Meledor Mill on the Retew branch | |
| 2903A | 2-6-2T 5519 with china clay train near Tolbenny Siding on the Retew branch | |
| 4272B | 2-6-2T 5519 with freight train at Meledor Mill, terminus of the Retew branch from St. Dennis junction | 20 July 1958 |
| C1030 | 2-6-2T 5519 shunting the sidings at Meledor Mill, terminus of the branch from St. Dennis Junction | 20 June 1958 |
| C1031 | 2-6-2T 5519 with a loaded china clay train on the Meledor Mill branch from St. Dennis Junction | 20 June 1958 |
| C1032 | 2-6-2T 5519 with a loaded china clay train on the Meledor Mill branch, on its way back to St. Dennis Junction, and thence to St. Blazey; near head-on view | 20 June 1958 |
| C1033 | 2-6-2T 5519 with a loaded china clay train on the Meledor Mill branch; $\frac{3}{4}$ view showing loco only | 20 June 1958 |
| C1034 | 2-6-2T 5519 shunting at Meledor Mill, on a branch from St. Dennis Junction | 20 June 1958 |

ST. BLAZEY WORKS AND SHED

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| S37A | Inside St. Blazey works | 20 July 1956 |
| 2412C | St. Blazey shed, turntable and works (beyond) with locomotives in steam including 4294, 8702 and 4575 | |
| 6767 | Three employees of St. Blazey Carriage and Wagon Works at the door with Churchward's notice warning employees against 'throwing bread, etc.' | 21 July 1960 |

PAR

(for other views of Par please see under the Plymouth-Penzance Main Line heading)

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 28C | 6801 awaiting the 'right away' from Par, up side | 17 June 1956 |

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| 4194 | 2-8-0T 4248 on down freight train passing Par | |
| 4196 | 4-6-0 6801 <i>Aylburton Grange</i> arriving at Par with down train | |
| C993 | 4-6-0 1008 <i>County of Cardigan</i> arriving at Par with a down train; Newquay branch train at platform on left | 15 June 1958 |
| MHW392 | 57xx class 0-6-0PT 4665 heading a train of china clay empties leaving Par harbour | 20 July 1960 |

BRANCHES to FOWEY

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| S37B | 2.40 p.m. St. Blazey - Fowey loaded clay train, from brake van en route | 20 June 1956 |
| 37C | As 37B, but opposite direction of curve | 20 June 1956 |
| 38A | 1408 at Fowey | 21 June 1956 |
| 76A | 14xx and auto-coach leaving Fowey for Lostwithiel | 13 Aug 1956 |
| 2864A | Head-on view of 0-4-2T 1419 at the branch platform at Lostwithiel with the train for Fowey; platform view | 14 June 1958 |
| 2864B | Fowey station with 0-4-2T 1419 on the branch train from Lostwithiel standing at the platform: photographed from the track of the branch. Also shows station buildings | 14 June 1958 |
| 2880B | View from the brakevan of a freight train arriving at Fowey, looking forward to the locomotive, with signalbox beyond locomotive furthest from camera | 1958 |
| 2880C | Fowey station looking west with signalbox on left, passenger train in centre and 2-8-0T on freight train on right | 1958 |
| 2881A | China clay wagon 13T B 743357 "Return to St. Blazey" at Fowey | 1958 |
| 2881B | 0-4-2T 1419 arriving at Fowey with single coach train from Lostwithiel with (on the left of picture) 2-8-0T 4248 on loaded china clay train awaiting access to the line to Lostwithiel (for Fowey Wharf); platform and signalbox on right | 1958 |
| 2881C | 0-4-2T 1419 propelling single-coach train for Lostwithiel out of Fowey, with the Fowey Wharf Sidings on the right | 1958 |
| 4181 | 14xx 0-4-2T 1419 at Fowey with auto-train from Lostwithiel (locomotive head-on, good view also of station building) | |
| 4183 | St. Blazey to Fowey direct freight en route (view to locomotive from brake van, taken on curved section of branch) | |
| 9018 | 7.25 p.m. Fowey to Lostwithiel at Fowey with 0-6-0PT 6407 | 12 Sept 1953 |
| C1016 | 0-4-2T 1419 arriving at Fowey with the branch passenger train from Lostwithiel, viewed from platform end | 18 June 1958 |
| J1439 | Fowey station viewed from the road above | 15 Oct 1960 |
| MHW393 | Diesel loco D816 heading a train of china clay empties from Fowey approaching Par Bridge crossing | 20 July 1960 |
| MHW394 | "Elbow" pointwork in the tracks at Fowey | 21 July 1960 |
| MHW395 | View from a train of china clay empties as it reaches the summit of the line between Fowey and St. Blazey, hauled by D816 (not visible) | 21 July 1960 |
| R0135 | 0-4-2T 1419 at Lostwithiel | 1956 |
| W1304 | Single unit railcar C2 at the platform at Fowey; signal box in foreground on left | 14 July 1963 |

BODMIN ROAD - BODMIN - PADSTOW

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 33A | 30200 approaching Dunmere Halt with two-coach train for Bodmin North | 19 June 1956 |
| 33B | Bodmin North: 30200 at platform stop blocks | 19 June 1956 |
| 441A | T9 4-4-0 shunting passenger stock at Padstow | July 1960 |
| S/441C | 0-6-0PT and brake van | July 1960 |
| 443A | West Country Pacific 34038 at Padstow | July 1960 |
| 443B | 'Engines Must Not Pass This Point' board and buffer stops at the end of the line, Padstow | July 1960 |
| 443C | T9 4-4-0 30729 about to depart from Padstow (¾ view from rear) | July 1960 |
| 528A | Bodmin General to Wadebridge passenger train passing Boscarne junction | |
| 2848A | Wadebridge station with Beattie well-tank 30587 on a train for Bodmin North and 2-6-2T 5539 on a train for Bodmin General side-by-side | 1958 |
| 2848B | Un-rebuilt Battle of Britain 4-6-2 34060 25 Squadron about to depart from Wadebridge with an up train | 1958 |
| 2851C | 02 class 0-4-4T 30236 passing Dunmere Junction with a two-coach train from Wadebridge to Bodmin North: photographed from the track of the Wenford Bridge branch | 1958 |
| 2882C | Class 02 0-4-4T 30236 arriving at Bodmin General with three-coach passenger train from Padstow: ¾ view from near goods shed | 1958 |
| 2883A | Bodmin General main terminal buildings viewed from the tracks alongside the goods yard; 02 Class 0-4-4T 30236 on left of picture on passenger train just arrived from Wadebridge; BR parcels lorry beyond buffer stops | 1958 |
| 2883B | ¾ broadside view of Class 02 0-4-4T 30236 at the buffer stops at Bodmin General, whilst running round its train | 1958 |
| 2883C | Class 02 0-4-4T 30236 reading to leave Bodmin General bunker-first with train for Wadebridge; signalbox on left of train, main station building in distance, part of goods shed visible on right | 1958 |
| 2908A | T9 class 4-4-0 30715 at Wadebridge with three-coach train for Padstow. ¾ view from end of opposite platform | 1958 |
| 2908B | 0298 class 2-4-0WT 30587 at Wadebridge, coupled to two goods brake vans and other stock: ¾ view | 1958 |
| 2909A | 0298 class 2-4-0WT 30586 inside the shed at Wadebridge: ¾ view | 1958 |
| 2909B | The coaling facility at Wadebridge shed, with an 0298 class 2-4-0WT alongside | 1958 |
| 2909C | T9 class 4-4-0 30715 at Platform 1 at Wadebridge with a train for Padstow, with passengers boarding: platform view | |
| 2910A | Western National single-deck bus Reg. No.ETT951 Fleet No.257 standing on the road approach to Padstow station (overall view of the station on left of picture) on Service 128 for Padstow via St. Columb Major | |

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| 2910B | Bodmin North with 02 class 0-4-41 30236 just arrived with a train from Wadebridge: view from buffer stops end of platform, with alighted passengers making for the exit | |
| 2910C | 02 class 0-4-4T 30236 at the buffers stops at Bodmin North whilst running round its train: coaches at platform. Viewed from above buffer stops | |
| 2911A | Bodmin North: overall view of station and yards, showing goods yard on left; 02 class 0-4-4 running round its passenger train centre of picture; and station building on right | |
| 4203 | Class T9 4-4-0 30715 on Padstow train at Wadebridge | |
| 4264B | 2-4-0WT 30587 and 2-6-2T 5539 standing alongside one another at Wadebridge with trains for Bodmin North and Bodmin General respectively | |
| 4266A | T9 4-4-0 30715 with the 4.30 p.m. unadvertised school train for Padstow at Wadebridge, formed of 3-coach set No.180 | 19 June 1958 |
| 4270A | Bodmin North station, from the buffer stops | 19 June 1958 |
| 4270B | 02 Class 0-4-41 30236 with 5.19 p.m. train from Wadebridge at Bodmin North, formed of two-coach set No.271 | 19 June 1958 |
| 5712B | Bodmin North station viewed from the West corner of the buffer stops end: vans in foreground, two SR coaches at outer end of platform, yard in distance | |
| 5715B | LMS Class 2 2-6-2T 41272 with two-coach train from Bodmin North near Boscarne Junction heading towards Wadebridge | |
| 5716A | Class N 2-6-0 31834 with passenger train in the platform at Wadebridge | |
| 5716B | Head-on ¾ view of Beattie 0298 class well-tank locomotive 30587 in the shed yard at Wadebridge, being prepared to work special train: no headboard, but is carrying SPL disc | |
| 5719 | Class 0298 2-4-0WT 30587 with train of goods brake vans in the platform at Wadebridge, ready to depart for the Wenford Bridge branch with an LCGB special: view taken looking North | |
| 5804 | T9 class 30709 arriving at Wadebridge with passenger train from Padstow bound for the North Cornwall line | |
| 5805 | 2-6-2T 4565 with passenger train for Bodmin Road in the platform at Wadebridge | |
| 5941 | 2-4-0WT 30586 shunting wagons at Wadebridge: good ¾ view of locomotive | |
| 7228A | Looking along the platform at Padstow with DMU at the platform and coaching stock in the siding to the right; shows station building and canopy | |
| 7230B | ¾ view of Bodmin North station with four-wheel railbus standing at the buffer stops at the far end of the platform line | |
| 9023 | The Atlantic Coast Express (9.35 a.m. Padstow to Waterloo) leaving Wadebridge headed by 34013 <i>Okehampton</i> , West Country class 4-6-2 | 17 Sept 1953 |
| 9024 | 9.48 a.m. Wadebridge to Bodmin North leaving Wadebridge hauled by Class 02 0-4-4T 30203 | 17 Sept 1953 |
| C1017 | 2-4-0WT 30587 shunting at Wadebridge | 19 June 1958 |
| C1025 | Class 02 0-4-4T 30236 with a passenger train for Bodmin North near Dunmere Halt; ¾ view | 19 June 1958 |
| C1040 | 2-4-0WT 30586 near head-on view in the shed at Wadebridge | 21 June 1958 |

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| C1041 | 2-4-0WT 30585 broadside view at Wadebridge | 21 June 1958 |
| D9 | North British class 2 diesel-hydraulic D6320 on arrival at Bodmin General with the 1.32pm from Bodmin Road | 14 March 1964 |
| D10 | Padstow station area viewed from the outer end; in the distance N class 31849 stands at the platform with the 12.58pm to Wadebridge | 14 March 1964 |
| D11 | Overall view from elevated position of Padstow station area taken from the buffer stops end, showing warehouses and passenger stock | 14 March 1964 |
| J1423 | 2-6-2T 4565 with passenger train at the platform at Wadebridge | 14 Oct 1960 |
| J1424 | Beattie well tank 30586 in the foreground in this view of Wadebridge shed; also on shed are a West Country pacific, a pannier tank, an N class Mogul and a T9 | 14 Oct 1960 |
| J1425 | Boscarne junction viewed from the top of a signal post, with Beattie WT 30587 shunting the Wenford Bridge china clay train | 14 Oct 1960 |
| J1426 | An unidentified 0-6-0PT passes between lines of china clay wagons at Boscarne Junction with a passenger train for Bodmin North, the former LSWR station; photo taken from top of signal post | 14 Oct 1960 |
| J1427 | 0298 class 2-4-0WT 30587 at Boscarne with china clay train, viewed from the west side of the line | 14 Oct 1960 |
| J1428 | 0298 class 2-4-0WT 30587 at Boscarne with china clay train, viewed from the east side of the line | 14 Oct 1960 |
| J1436 | Dunmere Halt, just east of Dunmere Junction on the line to Bodmin North | 14 Oct 1960 |
| J1437 | 0-6-0PT 3679 at the platform at Bodmin North, having arrived with a train from Wadebridge | 14 Oct 1960 |
| J1727 | Beattie well tank 30586 shunting at Wadebridge; $\frac{3}{4}$ view | 14 May 1960 |
| J1728 | Near head-on view of 2-6-2T 5557 with a passenger train at the platform at Wadebridge | 14 May 1960 |
| J1729 | Beattie well tank 30586 and 0-6-0PT 4666 side-by-side on adjacent lines at Wadebridge | 14 May 1960 |
| J1730 | N class 2-6-0 31832 about to leave Wadebridge with a passenger train | 14 May 1960 |
| J1731 | Beattie well tank 30586 with a passenger train at the platform at Wadebridge; T9 class 4-4-0 30338 is just visible at the rear | 14 May 1960 |
| J1732 | Beattie well tank 30586 viewed from above, from the smokebox end, at Wadebridge | 14 May 1960 |
| J1733 | Padstow, with T9 class 4-4-0 30338 running round its passenger train | 14 May 1960 |
| J1734 | T9 class 4-4-0 30338 at the platform at Padstow with a passenger train; unobstructed $\frac{3}{4}$ view of whole train | |
| MHW406 | T9 class 4-4-0 30729 coupling up to passenger stock at Padstow to form the 6.0pm service to Okehampton | 22 July 1960 |
| R0127 | Bodmin Road water tower | 1956 |
| R0144 | Wadebridge: former Midland 6-wheel bogie clerestory vehicle, broadside view | 1956 |
| R0387 | Midland 12-wheel clerestory coach used as a sleeping car at Wadebridge | Whitsun 1962 |
| R0388 | 2-4-0WT 30587 at Wadebridge, head-on view | Whitsun 1962 |

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| R0389 | 2-4-0WT 30587 at Wadebridge,. left-hand broadside view | Whitsun 1962 |
| R0399 | North British Class 2 diesel hydraulic locomotive D6338 on a Wadebridge train at Boscarne Junction | June 1962 |
| R0400 | 0298 class Beattie well tank locomotive 30587 at Boscarne Junction with van | |
| R0401 | 0-6-0PT 4666 righthand $\frac{3}{4}$ view at Wadebridge on a Padstow train | |

WENFORD BRIDGE BRANCH, with the Beattie well tanks

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 29B | 30585 (head-on) awaiting the road at Boscarne Junction signals | 19 June 1956 |
| 30A | 30585 on the 10.00 a.m. ex-Wadebridge freight to Wenford Bridge near Boscarne junction | 19 June 1956 |
| 30B | 30585 in the distance shunting at Boscarne junction | 19 June 1956 |
| 30C | 30585 pulling away from Dunmere junction for Wenford Bridge with the 10.00 a.m. empties ex-Wadebridge | 19 June 1956 |
| 31A | 30585 on train in cutting near Dunmere | 19 June 1956 |
| 31B | 30585 on public road crossing, Dunmere | 19 June 1956 |
| 31C | 30585 taking water | 19 June 1956 |
| 32A and 32B | View from brake van towards 30585 during journey, 10.00 a.m. Wadebridge to Wenford Bridge (two views) | 19 June 1956 |
| 32C | Low-sided wagon and two brake vans, Wenford Bridge | 19 June 1956 |
| 82B | Taking water in the woods | 15 Aug 1956 |
| 82C | Taking water: close-up | 15 Aug 1956 |
| 444A | Beattie 2-4-0 well tank 30587 on Wenford Bridge branch, sandwiched between vans ($\frac{3}{4}$ view) | July 1960 |
| 444B | As 444A, but broadside | July 1960 |
| 444C | As above, but partly obscured by hedgerows | July 1960 |
| 445A | 30587 arriving at Wenford Kilns with long train of china clay wagons | July 1960 |
| 445B | 30587 shunting at china clay dries, Wenford Bridge | July 1960 |
| 445C | 30587 shunting at Wenford Bridge | July 1960 |
| 516A | 2-4-0WT crossing minor road on the Wenford branch | 9 July 1960 |
| 528B | Smokebox end of Beattie well tank 30587 appearing out of cutting by level crossing on Wenford branch | |
| 528C | Looking along the side of train towards locomotive and crossing (train as in 528B) | |
| 529A | Broadside view of 30587 2-4-0WT crossing road (Subsequent movement to above) | |
| 529B | Above train: locomotive taking water in Dunmere (view from rear) | |
| 529C | As 529B, but locomotive head-on | |
| 2848C | Beattie well tank 30585 with the Wenford Bridge freight train crossing a road on the branch: $\frac{3}{4}$ view | 1958 |
| 2849A | Beattie well tank 30585 at unidentified location on the Wenford Bridge branch: $\frac{3}{4}$ head-on view | 1958 |
| 2849B | Taking water in Dunmere Woods on the Wenford Bridge branch: head-on view of Beattie well tank 30585 | 1958 |

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| 2849C | Taking water in Dunmere Woods on the Wenford Bridge branch: $\frac{3}{4}$ head-on view of locomotive and train | 1958 |
| 2850A | Beattie well-tank 30585 shunting at Wenford Bridge: head-on view of locomotive, wagons in background | 1958 |
| 2850B | Beattie well-tank 30585 with its train on arrival at Wenford Bridge depot: head-on $\frac{3}{4}$ view of whole train | 1958 |
| 2850C | Wenford Bridge goods depot, showing goods office and local delivery lorry: container crane and wagons in background | 1958 |
| 2851A | Bunker-end view of Beattie tank 30585 shunting wagons beneath the container crane at Wenford Bridge depot | 1958 |
| 2851B | The return freight train to Wadebridge being assembled at Wenford Bridge depot: locomotive in distance | 1958 |
| 4233 | Beattie 2-4-0WT 30585 crossing public road near Dunmere with freight train to Wenford Bridge | 19 June 1958 |
| 4264A | Beattie 0298 class 2-4-0WT 30585 about to cross road at Dunmere with a train for Wenford Bridge | 19 June 1958 |
| 4266B | Beattie well tank 30585 shunting at Wenford Bridge | 19 June 1958 |
| 4797 | Beattie 2-4-0WT 30585 on the train for Wenford Bridge taking water in Dunmere Woods: head-on view, but with most of the train in sight | 19 June 1958 |
| 5713A | Beattie well tank 30587 on LCGB special train, formed of brake vans, in Dunmere Woods | |
| 5713B | View from rear of LCGB special train, looking forward towards locomotive, as it heads up the Wenford Bridge branch towards Dunmere | |
| 5715A | Well tank locomotive 30587 just emerging from cutting to cross road at Dunmere on the Wenford Bridge branch with LCGB special train | |
| 6769 | Beattie well tank 30587 with train at Boscarne junction | 22 July 1960 |
| 6770 and 6771 | Beattie well tank 30587 taking water in Pencarrow Wood on its way to Wenford Bridge (two views) | 22 July 1960 |
| 6772 | Beattie well tank 30587 at Wenford Bridge | 22 July 1960 |
| C1018 | 2-4-0WT 30585 about to cross the road at Dunmere with the Wenford Bridge freight train; head-on view | 19 June 1958 |
| C1019 | 2-4-0WT 30585 about to cross the road at Dunmere with the freight train for Wenford Bridge; $\frac{3}{4}$ view | 19 June 1958 |
| C1020 | 2-4-0WT 30585 crossing the road at Dunmere with the freight train for Wenford Bridge | 19 June 1958 |
| C1021 | 2-4-0WT 30585 taking water in Pencarrow Wood on its way to Wenford Bridge with the daily freight; $\frac{3}{4}$ view | 19 June 1958 |
| C1022 | 2-4-0WT 30585 taking water in Pencarrow Wood on the Wenford Bridge branch; viewed from further away than most pictures taken here, and quite attractive | 19 June 1958 |
| C1023 | 2-4-0WT 30585 with the daily freight for Wenford Bridge at Tresaret siding | 19 June 1958 |
| C1024 | Wenford Bridge goods depot, end of the branch from Wadebridge worked by the Beattie 2-4-0 well tanks, with freight stock and loco shunting in the distance | 19 June 1958 |
| J1429 | 0298 class 2-4-0WT 30587 on bridge over river with Wenford Bridge china clay train | 14 Oct 1960 |

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| J1430 | 0298 class 2-4-0WT 30587 at Dunmere on the Wenford Bridge branch | 14 Oct 1960 |
| J1431 | 0298 class 2-4-0WT 30587 taking water in Pencarrow woods on the Wenford Bridge branch | 14 Oct 1960 |
| J1432 | The china clay works at Wenford Bridge viewed from elevated position, with Beattie well tank 30587 and train visible in the centre of the picture | 14 Oct 1960 |
| J1433 | Wenford Bridge goods depot, showing gantry crane, china clay wagons, etc. | 14 Oct 1960 |
| J1434 | Wenford Bridge goods depot and yards viewed from the top of the gantry crane, with 2-4-0WT 30587 shunting | 14 Oct 1960 |
| J1435 | 2-4-0WT 30587 with its train of china clay from Wenford Bridge waits for the road at Dunmere Junction; overall view | 14 Oct 1960 |
| MHW399 | Beattie well tank 30587 at Boscarne Junction with a china clay train | 22 July 1960 |
| MHW400 | Beattie well tank 30587 at Boscarne Junction, near head-on view | 22 July 1960 |
| MHW401 | Beattie well tank 30587 with china clay rain at Dunmere road crossing | 22 July 1960 |
| MHW402 | View from the brake van of a freight train on the Wenford Bridge branch looking ahead up the line | 22 July 1960 |
| R0130 | Staff on the Wenford Bridge branch | 1956 |
| R0148 | Goods brake van on the Wenford Bridge branch at Dunmere | 1956 |
| R0390 | 2-4-0WT 30587 with track maintenance men | Whitsun 1962 |
| R0391 | Similar to R0390 | Whitsun 1962 |
| R0392 | Similar to R0390 | Whitsun 1962 |
| R0393 | Similar to R0390 | Whitsun 1962 |
| R0394 | 2-4-0WT 30587 at water tower in Dunmere Woods | Whitsun 1962 |
| R0395 | Similar to R0394 | Whitsun 1962 |
| R0396 | 2-4-0WT 30587 at Wenfordbridge: lefthand $\frac{3}{4}$ view | June 1962 |
| R0397 | 2-4-0WT 30587: close-up of cylinder and crosshead | June 1962 |
| R0398 | 2-4-0WT 30587 at water tower: rear view | June 1962 |

PLYMOUTH-PENZANCE MAIN LINE (see also under the PAR heading)

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 36A | 5028 on up Cornish Riviera passing Trenance sidings signal box | 20 June 1956 |
| 36B | 2-6-0 on down train near Trenance sidings signal box | 20 June 1956 |
| 36C | 1002 on up express approaching St. Austell | 20 June 1956 |
| 40A | Liskeard station: 6809 on up freight | 21 June 1956 |
| 40B | Liskeard station, main line, looking east with 4569 coming off the Looe branch light engine | 21 June 1956 |
| 42B | 7916 on up passenger train arriving at Gwinear Road | 22 June 1956 |
| 42C | 7916 leaving Gwinear Road with up train | 22 June 1956 |
| 81B | 4-6-0 passing Penwithers junction with down train | 14 Aug 1956 |
| 81C | 4976 passing Penwithers junction with down freight | 14 Aug 1956 |
| 429 | Up main line train, diesel-hauled, crossing Liskeard viaduct | 9 July 1960 |
| 430 | Steam-hauled down train on Liskeard viaduct - distant view | 9 July 1960 |

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| 433 | Down steam-hauled train passing Saltash station in rain: Royal Albert Bridge in background | 9 July 1960 |
| 434 | As 433, but train more distant (train just coming off bridge) | 9 July 1960 |
| 435 | As 434, but diesel-hauled train approaching | 9 July 1960 |
| 2844B | 4-6-0 6801 <i>Aylburton Grange</i> at Chacewater with down train: good $\frac{3}{4}$ view of locomotive taken from the up platform on a fine summer's day | 1958 |
| 2844C | 4-6-0 6858 <i>Woolston Grange</i> arriving at Chacewater with a down train: head-on view taken from footbridge, train (other than locomotive) obscured by steam | 1958 |
| 2864C | 4-6-0 7823 <i>Hook Norton Manor</i> with an up train at Lostwithiel, also showing up starter and nameboard dock, across the road from the station "Change for Fowey". Photograph taken from the cattle | 14 June 1958 |
| 2865A | 4-6-0 6397 arriving at Lostwithiel with up stopping service, photographed from down end of up platform, also showing connections to sidings | 14 June 1958 |
| 2865B | Lostwithiel station, looking in the up direction from the West end of the up platform; no trains on main line; good overall view of station | 14 June 1958 |
| 2865C | 4-6-0 1018 <i>County of Leicester</i> arriving at Lostwithiel with down train, $\frac{3}{4}$ head-on view from footbridge, showing whole train; also shows level crossing and associated signalbox | 14 June 1958 |
| 2866A | 4-6-0 1018 <i>County of Leicester</i> with a down train at Par: $\frac{3}{4}$ view from up platform | 14 June 1958 |
| 2868C | 2-6-2T 5557 $\frac{3}{4}$ head-on view in the branch platform at Par with a train for Newquay | 14 June 1958 |
| 2871C | Chacewater station viewed from the up end of the up main and branch platform: unidentified 2-6-2T with train from Newquay on the right, also shows down main platform with signalbox visible through footbridge | June 1958 |
| 2872A | Par station and sidings, overall view from the west end showing general layout with 2-8-0T 4248 heading down freight on main line and signalbox obscuring station | June 1958 |
| 2872B | 4-6-0 1008 <i>County of Cardigan</i> with down passenger train at Par; taken from west end of up platform, also showing 2-6-2T on Newquay branch train waiting for passengers | June 1958 |
| 2874C | Burngullow Junction: the former downside station building with signalbox beyond, viewed from the brakevan of a freight train from St. Dennis Junction via Drinnick Mill just joining the main line from the branch. The brakevan is marshalled next to the locomotive and is one of two in the freight train | June 1958 |
| 2875A | 0-6-0PT 9755 bunker-first with freight train from St. Dennis Junction via Drinnick Mill and Burngullow in the up platform at St. Austell on its way to St. Blazey yards | June 1958 |
| 2875B | St. Austell station, overall view from the signalbox looking west. Also shows goods yard (on right) and buses in down side yard (on left) | June 1958 |
| 2875C | 4-6-0 7916 <i>Mobberley Hall</i> with down train at St. Austell. $\frac{3}{4}$ head-on view of whole train | June 1958 |
| 2876A | Hayle station viewed from the West end looking in the up direction through the station, showing Hayle Wharf branch on the left, and both platforms | June 1958 |

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| 2876B | 4-6-0 7916 <i>Mobberley Hall</i> with down train at Hayle station $\frac{3}{4}$ view, taken from the junction points for the Hayle Wharf branch | June 1958 |
| 2876C | 4-6-0 4950 <i>Patshull Hall</i> a down freight train approaching Hayle station over the viaduct | June 1958 |
| 2884A | 4-6-0 7909 <i>Heveningham Hall</i> arriving at St. Austell with up train; $\frac{3}{4}$ view from opposite platform | |
| 2884B | 4-6-0 7909 <i>Heveningham Hall</i> leaving Liskeard with an up train; $\frac{3}{4}$ view from near the junction with the goods yard and Looe branch platform | 1958 |
| 2884C | 4-6-0 4956 <i>Plowden Hall</i> on down train in the station at Liskeard, viewed from above, shows station layout, both platforms, etc. | 1958 |
| 2885A | 4-6-0 7031 <i>Cromwell's Castle</i> with down train arriving at Liskeard ($\frac{3}{4}$ view from opposite platform) | 1958 |
| 2885B | Steam-hauled milk/parcels train crossing the viaduct at Liskeard | 1958 |
| 2889C | 4-6-0 1007 <i>County of Brecknock</i> leaving Gwinear Road with a down train; head-on $\frac{3}{4}$ view from track level | 1958 |
| 2890A | 4-6-0 49xx arriving at Gwinear Road with up train; $\frac{3}{4}$ view from opposite platform | 1958 |
| 2890B | 4-6-0 1002 <i>County of Berks</i> , arriving at Redruth with a down train; $\frac{3}{4}$ head-on view from opposite platform | 1958 |
| 2890C | 4-6-0 1002 <i>County of Berks</i> leaving Redruth with an up train; $\frac{3}{4}$ view with locomotive going away from camera | 1958 |
| 2891A | Unidentified 4-6-0 approaching Redruth with an up passenger train, $\frac{3}{4}$ head-on view, crossing roadbridge | 1958 |
| 2891B | 4-6-0 6801 <i>Aylburton Grange</i> approaching Redruth with up passenger train; $\frac{3}{4}$ head-on view, crossing roadbridge | 1958 |
| 2891C | Lostwithiel station: view looking eastwards from the west end of the down platform, showing 0-4-2T 1419 with Fowey branch train in right-hand platform | 1958 |
| 2892C | 4-6-0 1008 <i>County of Cardigan</i> with a down train arriving at Liskeard; $\frac{3}{4}$ head-on view taken from the footbridge | 1958 |
| 2893A | Castle Class 4-6-0 5049 <i>Earl of Plymouth</i> with passenger train at the platform at Truro; two other locomotives in view, one is 0-6-0PT 8485 | 1958 |
| 2894B | Penwithers Junction, with signalbox on the left (not all of it in view); tablet catcher; and down train passing on main line beyond. View was taken from the brakevan of freight train that has come from Truro Newham, and has already reversed onto the Falmouth branch; it is waiting for access to the up main | 1958 |
| 2895C | 4-6-0 1008 <i>County of Cardigan</i> with the Royal Duchy at Hayle | 1958 |
| 2906A | The west end of Truro station approaches, with shed yards on the left; 4-6-0 1002 <i>County of Berks</i> leaving with a down train; locomotives in steam in yards to left | June 1958 |
| 2906B | 2-6-2T 5515 running light engine on the up main line just west of Truro, with array of semaphore signals in the foreground | 1958 |
| 2906C | 2-6-2T 4561 leaving Truro with the local service; $\frac{3}{4}$ view | 1958 |
| 2907A | Par station, overall view from above, looking west, with 4-6-0 6858 <i>Woolston Grange</i> about to leave with up train and 2-6-2T 5521 running round stock of Newquay train on right | June 1958 |

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| 2907B | 4-6-0 6801 <i>Aylburton Grange</i> with down train in the platform at Par; $\frac{3}{4}$ view from up platform, west end; 2-6-2T 5521 on Newquay branch train just visible on left | June 1958 |
| 2911B | Bodmin Road station, looking West from the East end of the down main platform, showing water tank and branch train (bunker-end view) in the branch platform | 1958 |
| 2911C | Hall class 4-6-0 4931 <i>Hanbury Hall</i> with up vans passing Bodmin Road; water tank and branch platform behind train | 1958 |
| 3324 | Poster in situ on unidentified station wall: Royal Albert Bridge, Saltash: Centenary 1859/1959 train (other than locomotive) obscured by steam | 1959 |
| 4166 | 0-6-0PT 9755 bunker-first with mixed freight train standing in the up platform at St. Austell | |
| 4194 | 2-8-0T 4248 on down freight passing Par | |
| 4196 | 4-6-0 6801 <i>Aylburton Grange</i> arrives at Par with the 11.50 p.m. Paddington to Penzance | 17 June 1958 |
| 4197 | 0-6-0PT on freight train from Hayle Wharf arriving at Hayle: goods yard on right | |
| 4198 | Scorrier: station buildings and platform | |
| 4265 | 55xx class 2-6-2T 5500 in yard at Truro | |
| 4581B | View from rear of up train about to cross the Royal Albert Bridge, Saltash, looking to locomotive. St. Budeaux in the distance | |
| 9016 | Royal Albert Bridge, Saltash, looking upstream, with car ferry in right foreground and the 10.00 a.m. Saltash to Marsh Mills on the bridge | 12 Sept 1953 |
| B57/3 | The Royal Albert Bridge viewed from the Saltash side with houses in the foreground | |
| B57/4 | The Royal Albert Bridge viewed from the Saltash side with houses in the foreground (similar to B57/3) | |
| B57/5 | The Royal Albert Bridge, viewed from the Saltash side | |
| C989 | 4-6-0 1002 <i>County of Berks</i> heading the down <i>Cornish Riviera Express</i> over Truro viaduct | 15 June 1958 |
| C990 | 4-6-0 1002 <i>County of Berks</i> leaving Truro with the down <i>Cornish Riviera Express</i> ; loco shed yards just visible on left | 15 June 1958 |
| C991 | 2-6-2T 4561 leaving Truro with a train for Falmouth; good $\frac{3}{4}$ view of whole train | 15 June 1958 |
| C992 | 4-6-0 6801 <i>Aylburton Grange</i> heading a down train at Par; $\frac{3}{4}$ view of whole train | 15 June 1958 |
| C1002 | 4-6-0 5049 <i>Earl of Plymouth</i> heading the down <i>Cornish Riviera Express</i> at Truro; $\frac{3}{4}$ view of loco and first coach only | 16 June 1958 |
| C1003 | 4-6-0 1018 <i>County of Leicester</i> passing Penwithers Junction, Truro, with a down train; $\frac{3}{4}$ view | 16 June 1958 |
| C1004 | Hayle viaduct viewed from road level; 4-6-0 7916 is just crossing the viaduct with a train; vintage vehicles on road | 17 June 1958 |
| C1005 | Unidentified Hall class 4-6-0 crossing Hayle viaduct; photographed from the platform end with loco going away from camera | 17 June 1958 |
| C1007 | Hayle signal box good $\frac{3}{4}$ view, also showing some other platform buildings | 17 June 1958 |
| C1011 | 4-6-0 1008 <i>County of Cardigan</i> pulling out of St. Austell with an up train, viewed from above; only loco in view | 18 June 1958 |

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| C1039 | The down <i>Cornish Riviera Express</i> arriving at Bodmin Road; the train is double-headed but unfortunately neither of the locos have been identified; good $\frac{3}{4}$ view of almost the whole train | 21 June 1958 |
| J1444 | View from the bridge at Gwinear Road looking east with a down DMU just approaching | 15 Oct 1960 |
| MHW377 | Royal Albert bridge (Devonport – Saltash) viewed from a carriage window of a train traversing the bridge | 19 July 1960 |
| MHW389 | 0-6-0PT 3709 with spark arrester, $\frac{3}{4}$ view in Truro shed yard | 20 July 1960 |
| MHW390 | 2-6-2T 4564 in ex-works condition standing in Truro shed yard | 20 July 1960 |
| R0384 | 28xx class 2-8-0 3849 at Liskeard | Whitsun 1962 |
| R0385 | Up end of Liskeard station with railcar | Whitsun 1962 |
| R0386 | 4-6-0 4920 <i>Dumbleton Hall</i> in Liskeard goods sidings | Whitsun 1962 |

LISKEARD-LOOE (including MOORSWATER)

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 38B | Coombe junction from platform, looking to Moorswater | 21 June 1956 |
| 38C | Coombe junction from platform, looking to Looe, train approaching, locomotive bunker-first | 21 June 1956 |
| 39A | 5557 on train at Looe | 21 June 1956 |
| 39B | 5557 pulling train out of Looe station to run round | 21 June 1956 |
| 39C | Looe station from the approach road | 21 June 1956 |
| S40C | Moorswater shed and sidings from above (i.e. from the viaduct) | 21 June 1956 |
| 426 | 4569 arriving at Causeland with train from Liskeard to Looe | 8 July 1960 |
| 427 | Train leaving Causeland, looking along the side of train to Looe | 8 July 1960 |
| 428 | 4552 with the 6.27 p.m. Looe to Liskeard near St. Keyne | 8 July 1960 |
| 431 | Distant view of steam-hauled branch train from Looe approaching Liskeard | 9 July 1960 |
| 432 | Steam-hauled branch train from Looe passing under Liskeard (Moorswater) viaduct | 9 July 1960 |
| 525C | Firebox of 1862 0-6-0ST <i>Caradon</i> in use as a toilet at Moorswater shed | 17 July 1960 |
| 526A | Moorswater goods shed, near Liskeard | 17 July 1960 |
| 526B | Moorswater locomotive shed, with 4552 | |
| 2885C | 2-6-2T 5502 leaving Coombe Junction with passenger train for Looe; $\frac{3}{4}$ head-on view | June 1958 |
| 2886A | Coombe Junction Halt: $\frac{3}{4}$ view, looking north towards Moorswater | 1958 |
| 2886B | Looking along the single track north of Coombe Junction towards Moorswater and the viaduct, with steam-hauled passenger train on the main line above | 1958 |
| 2886C | Moorswater shed with 2-6-2T 5519 and brakevan standing outside | 1958 |
| 2887A | 2-6-2T 5519 and brakevan at Moorswater $\frac{3}{4}$ view | 1958 |
| 2887B | 2-6-2T arriving at Looe with passenger train; good overall view of the station showing buildings, signals and signalbox | 1958 |
| 2887C | 2-6-2T 5502 on passenger train standing in the station at Looe; good head-on $\frac{3}{4}$ view of locomotive, but station is hidden | 1958 |

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| 2892A | Looe station: overall view from the north east, showing passenger train with 2-6-2T 5502 at the platform and Pearces' coach NAF 69 in the foreground: freight stock just visible in sidings in the distance (locomotive taking water) | 1958 |
| 2892B | 2-6-2T 5502 with train from Looe, standing at the platform at Liskeard, having just arrived, head-on view looking down platform is hidden | 1958 |
| 4169 | Moorswater shed (doors open) and 45xx class 2-6-2T 5519 with brake-van head-on on line to right | 17 July 1960 |
| 4170 | Locomotive and brake van W68613 'to work between Liskeard, Looe and Menheniot' $\frac{3}{4}$ broadside from rear (viaduct in background) | |
| 4171 | 45xx class 2-6-2T 5502 on arrival with passenger train at Looe | |
| 4226 | 45xx class 2-6-2T head-on seen through overbridge with Moorswater viaduct in background | |
| 6762 | The toilet at Moorswater MPD - the former firebox of `Caradon' | 18 July 1960 |
| 6763 | 4552 on the Liskeard to Looe freight at Moorswater | 18 July 1960 |
| 6764 | Looe signal box | 18 July 1960 |
| 9017 | 1.24 p.m. Liskeard to Looe near Coombe Junction hauled by 2-6-2T 4568 | 12 Sept 1953 |
| C997 | 2-6-2T 5519 with goods brake van standing near Moorswater loco shed | 16 June 1958 |
| C998 | View from Moorswater shed looking south; up train seen crossing Liskeard viaduct; 2-6-2T 5519 and brake van on left of picture; freight stock beyond | 16 June 1958 |
| C999 | Old flat-bottomed rail laid on stone sleepers still in use at Moorswater (former Liskeard and Caradon) | 16 June 1958 |
| C1000 | 2-6-2T 5519 with china clay train on north of Moorswater shed; near head-on view | 16 June 1958 |
| C1001 | 2-6-2T 5502 just arrived at Looe with the branch passenger train from Liskeard; overall view with signal "off" for loco to run round in the yard | 16 June 1958 |
| J1438 | The branch train for Looe at the platform at Liskeard with the 2-6-2T viewed from above | 14 Oct 1960 |
| MHW365 | The staff toilet in Moorswater shed yard consisting of the firebox of Liskeard and Caradon Railway's <i>Caradon</i> perched over a convenient stream | 18 July 1960 |
| MHW366 | Moorswater loco shed | 18 July 1960 |
| MHW367 | 2-6-2T 4552 emerging from the trees hiding the ECC works north of Moorswater with wagons of china clay; shunter with his pole in foreground | 18 July 1960 |
| MHW368 | 2-6-2T 4552 at Looe with the 12.10pm service from Liskeard | 18 July 1960 |
| W1305 | Single unit railcar at Moorswater with the main line viaduct in the background | 14 July 1963 |

BUDE BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 516B | Locomotive bunker-first hauling ex-SR stock near Maddeford Moor | |
| 4422 | 2-6-2T on two-coach train at Whitstone and Bridgerule | 9 July 1960 |

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| 4604A | Whitstone and Bridgerule station, including signal box | |
| 4604B | Holsworthy station | |
| 5621 | Bude station, ¾ view with N class 2-6-0 31831 on passenger train at far side of platform: taken from track level | |
| 5623 | N class 2-6-0 31831 leaving Bude with a passenger train: signal box on left | |
| 7083A | Holsworthy station: view from opposite platform of main station buildings: no train or stock | |
| 9026 | 4.33 p.m. Halwill to Bude entering Bude, hauled by BR Class 3MT 2-6-2T 82017 | 17 Sept 1953 |
| 9027 | 5.32 p.m. Bude to Halwill at Bude headed by BR Class 3MT 2-6-2T 82017 | 17 Sept 1953 |
| C1688 | Bude station building viewed from the road approach | 7 Nov 1959 |
| C1689 | BR class 3 2-6-2T 82017 at the platform at Bude with the 9.30am to Halwill, which will form part of the up <i>Atlantic Coast Express</i> ; also shows end of station building with canopy | 7 Nov 1959 |
| C3043 | Overall view of Bude station area, showing (left to right) loco shed with one loco standing outside; semaphore signals; passenger station; and goods shed | 2 May 1964 |
| C3044 | Ivatt class 2 2-6-2T 41291 standing in the station at Whitstone and Bridgerule with passenger train; view from above | 2 May 1964 |
| C3045 | Ivatt class 2 2-6-2T 41291 pulling away from Whitstone and Bridgerule with passenger train; view from top of cutting above platform | 2 May 1964 |
| C3046 | Overall view of Whitstone and Bridgerule station from above; no train | 2 May 1964 |
| C3047 | Holsworthy station, overall view from track level; no train | 2 May 1964 |
| C3048 | Dunsland Cros station on the Bude branch; BR class 4 2-6-4T 80035 running through, light engine; signal box on right | 2 May 1964 |

BERE ALSTON and the CALLINGTON BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 83C | 30225 taking water at Calstock | 15 Aug 1956 |
| 84A | 30225 at Callington | 15 Aug 1956 |
| 84C | Callington with 4.23 p.m. to Bere Alston | 16 Aug 1956 |
| 85A | Bere Alston: 6385 arriving on train from Plymouth: Callington branch train in platform | 16 Aug 1956 |
| 86A | Bere Alston signal box | 16 Aug 1956 |
| 86B | Bere Alston with 'gate' coach | 16 Aug 1956 |
| 442 | 6.20 p.m. ex-Callington near Kelly Bray | 7 July 1960 |
| B55/2 | Callington station viewed from the road approach, showing train shed and station offices | |
| B55/3 | Callington station, ¾ view of train shed and platform from the buffer stops end; no train | |
| B55/4 | Bere Alston station: overall view from footbridge looking north-east with Bulleid Pacific 34050 <i>Royal Observer Corps</i> passing through the station with a train from Waterloo to Plymouth; shows buildings | |

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| B56/4 | Callington station, looking along the platform towards the buffer stops; branch passenger train at platform, under overall roof, but loco is bunker end facing camera and not identified | |
| C1250 | Ivatt class 2 2-6-2T 41302 at Callington; overall view of the station on a wet Sunday, showing track layout | 2 Nov 1958 |
| C1251 | View from a train on the Callington branch near Calstock; the gate on the ex-LSWR carriage is prominent in the foreground | 2 Nov 1958 |
| C1252 | View from a train on the Callington branch near Calstock, with the guard in the foreground | 2 Nov 1958 |
| C1253 | "Gate" set 373, ex- LSWR, in the Callington branch platform at Bere Alston, forming a branch train; loco at far end and not visible | 2 Nov 1958 |
| C1254 | Unrebuilt Bulleid Pacific 34072 257 <i>Squadron</i> at Bere Alston with a train for Plymouth; head-on view. Callington branch train on left of picture | 2 Nov 1958 |
| J1264 | Calstock viaduct viewed from the 9.18am Sunday train from Bere Alston to Callington | 13 Sept 1959 |
| J1265 | View from the train between Calstock and Gunnislake | 13 Sept 1959 |
| J1266 | Ivatt class 2 2-6-2T 41317 in Callington station | 13 Sept 1959 |
| J1267 | General view of Callington station with Ivatt class 2 2-6-2T 41302 on shed | 13 Sept 1959 |
| J1268 | Non-corridor 100-seater carriage S10896S at Callington | 13 Sept 1959 |
| J1269 | Ivatt class 2 2-6-2T 41317 with branch train at Gunnislake | 13 Sept 1959 |
| J1270 | Loading flowers into the train at Gunnislake on a Sunday morning, a regular traffic for the line | 13 Sept 1959 |
| J1271 | Calstock station | 13 Sept 1959 |
| R0131 | Callington, showing station roof | 1956 |
| R0132 | 02 Class 0-4-4T 30225 at Callington | 1956 |
| R0375 | Bere Alston with train for Callington entering, hauled by LMS Class 2 2-6-2T 41316 | Whitsun 1962 |
| R0376 | Plymouth brain leaving Bere Alston | Whitsun 1962 |
| R0377 | Callington branch locomotive LMS Class 2 2-6-2T 41316 at Bere Alston | Whitsun 1962 |
| R0378 | Callington station: interior view | Whitsun 1962 |
| R0379 | Callington shed with LMS Class 2 2-6-2T's 41316 and 41295 | Whitsun 1962 |
| R0380 | Callington station | Whitsun 1962 |
| R0381 | Calstock viaduct | Whitsun 1962 |
| R0382 | Branch train near Callington | Whitsun 1962 |
| R0383 | Branch train near Callington | Whitsun 1962 |

REDRUTH & CHACEWATER

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| C1009 | The stone structure of Devoran loco shed of the 4ft gauge Redruth & Chacewater Railway near Perranwell | 17 June 1958 |

LISKEARD & CARADON

For other views of remains of the L & C please see List IMA

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| C1010 | Overbridge on the former Liskeard & Caradon Railway viewed from the road beneath | 17 June 1958 |

TRESAVEAN BRANCH

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|--|-------------------------------------|
| 4199 | Tresavean branch, West of Redruth: Incline operator's hut, stone-built but derelict, at the top of the former self-acting incline on this former Hayle Railway line | 17 June 1958 |
| C1008 | Tresavean branch, west of Redruth; incline operator's hut, stone built but derelict at the top of the former self-acting incline on this former Hayle Railway line. Almost identical to Ref. 4199. | 17 June 1958 |

HALWILL JUNCTION - WADEBRIDGE (exclusive): NORTH CORNWALL LINE (including LAUNCESTON (GW))

| <i>Ref number</i> | <i>Description</i> | <i>Date taken (where known)</i> |
|-------------------|---|-------------------------------------|
| 517A | 82019 light engine at Tower Hill | 9 July 1960 |
| 2896C | 2-6-2T 4592 at Launceston (SR) with passenger train, viewed from the footbridge; also shows signalbox and most of station | 1958 |
| 2897A | Launceston GW station (terminal) when still in use for freight, WR passenger services having been diverted to the SR station; some freight stock; overall view, looking toward buffer stops | 1958 |
| 2897B | Unrebuilt Bulleid Pacific 34061 arriving at Launceston with passenger train, viewed head-on; 2-6-2T 4592 taking water on other line | 1958 |
| 4180 | Class T9 4-4-0 30709 ready to leave Launceston with passenger train for Okehampton and Exeter | |
| 4424 | Tresmeer station, view down tracks showing both platforms and their buildings | |
| 4605A | Battle of Britain 4-6-2 34061 73 Squadron with train passing St. Kew Highway | |
| 4605B | SR 2-6-0 on two coach passenger train at Delabole | |
| 4619A | Camelford station (including signal box) with passenger train arriving, hauled by 31834 (N class 2-6-0) | |
| 4619B | Short mixed freight arriving at Otterham station on the North Cornwall line, hauled by ex-SR 2-6-0 | |
| 4725 | N Class 2-6-0 31834 with passenger train at Camelford | |
| 5625 | LMS Class 2 2-6-2T 41314 with single coach train in the Torrington line bay platform at Halwill Junction: ¾ view | |
| 5626 | Unrebuilt Battle of Britain class 4-6-2 34081 92 Squadron entering Halwill with the Atlantic Coast Express, Nameboard reads "Halwill for Beaworthy, junction for Bude, North Cornwall and Torrington lines" | |
| 5627 | Halwill Junction with trains crossing: front end of T9 30709, and goods yard beyond | |
| 7228B | DMU (blind reading 2C69) at Halwill Junction | 17 Sept 1953 |

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| 7231 | Halwill for Beaworthy (Halwill Junction): overall view with DMU at the up platform: shows main station building | |
| 9023 | The Atlantic Coast Express (9.35 a.m. Padstow to Waterloo) leaving Wadebridge headed by 34013 <i>Okehampton</i> (West Country class 4-6-2) | |
| C1042 | Trains crossing at Tresmeer; photo taken from alongside T9 class 4-4-0 30726 with driver in cab; whilst class N 2-6-0 31843 approaches | 21 June 1958 |
| C1690 | T9 class 4-4-0 30719 at Halwill Junction with the 9.50am from Okehampton to Wadebridge, framed by the semaphore junction signals | 7 Nov 1959 |
| C1691 | Unrebuilt Bulleid Pacific 34069 <i>Hawkinge</i> leaves Halwill Junction with the up <i>Atlantic Coast Express</i> (the 8.30am ex- Padstow) but with no headboard; $\frac{3}{4}$ head-on view from track level | 7 Nov 1959 |
| C1692 | T9 class 4-4-0 30719 approaching Halwill Junction with the 9.56am ex- Okehampton; $\frac{3}{4}$ head-on view | 7 Nov 1959 |
| C1693 | T9 class 4-4-0 30719 leaves Halwill Junction with the 9.56am ex-Okehampton to Wadebridge; plenty of steam | 7 Nov 1959 |
| C2195 | Launceston station, LSWR, overall view | 3 April 1962 |
| C2196 | Launceston GW station when still in use for freight | 3 April 1962 |
| C3030 | N class 2-6-0 31851 in open countryside near Launceston with short passenger train; view of whole train from top of cutting side | 2 May 1964 |
| C3031 | N class 2-6-0 31842 arriving at Egloskerry with two-coach train; signalman waiting to collect tablet; shows station building | 2 May 1964 |
| C3032 | N class 2-6-0 31842 standing at the platform at Egloskerry with two-coach train; good $\frac{3}{4}$ view of whole train | 2 May 1964 |
| C3033 | Tresmeer station; overall view looking along the rails towards overbridge at far end of platforms; also shows signal box; no train | 2 May 1964 |
| C3034 | Port Isaac Road station: overall $\frac{3}{4}$ view from elevated position; shows signal box and station buildings; no train | 2 May 1964 |
| C3035 | Unrebuilt Bulleid Pacific 34061 <i>73 Squadron</i> leaving St. Kew Highway station with passenger train; signal box on left of picture | 2 May 1964 |
| C3036 | St. Kew Highway station; overall view from track level with signal box on left of picture; no train | 2 May 1964 |
| C3037 | N class 2-6-0 31812 leaving Delabole with passenger train, and about to pass the signal box | 2 May 1964 |
| C3038 | N class 2-6-0 31812 standing at the platform at Delabole with two-coach train; fireman and signalman exchanging tablets | 2 May 1964 |
| C3039 | N class 2-6-0 31834 standing at the platform at Camelford with the 12.5pm ex- Padstow; head-on $\frac{3}{4}$ view of whole train; shows signal box | 2 May 1964 |
| C3040 | N class 2-6-0 31834 pulling away from Camelford with the 12.5pm ex-Padstow; head-on $\frac{3}{4}$ view of whole train | 2 May 1964 |
| C3041 | N class 2-6-0 31849 standing at the platform at Otterham with a Wadebridge to Launceston freight train; head-on $\frac{3}{4}$ view of whole train | 2 May 1964 |
| C3042 | N class 2-6-0 31849 entering Otterham with a Wadebridge to Launceston freight train; good view of station building | 2 May 1964 |
| R404 | N class 2-6-0 at Halwill Junction | |

YOUR HELP WILL BE GREATLY APPRECIATED -- If you can identify the locations in unidentified pictures in any of my lists (including the above) do please write and let me know. If you are the first with the correct information you will be credited with the price of the print that you purchased. All these pictures were taken about 50 years ago and regrettably we didn't keep notes of all travels at the time. So by helping with identifications you will not just be helping me but all the other users of this service. Many thanks.