

IMAGES OF INDUSTRIAL & NARROW GAUGE RAILWAYS: CORNWALL

Maurice Dart

This book, covering Industrial and Narrow Gauge Railways in Cornwall, and its 'sister' volume covering Devon, appear as part of the popular and growing series featuring photographs from the collection of Maurice Dart, Cornwall-based photographer and authority on Westcountry railways. Here are rare photographs, many of them taken by the author, of these important local lines which served ports, military installations, industrial sites and aspects of tourism in Cornwall. Many of these railways have passed into history, although some survive in part as preserved lines which are also included here. Each photograph is accompanied by the author's own text, unique reminiscences of this important part of Cornwall's rail system.

Now in his eighties, from a boy Maurice Dart has travelled throughout much of Southern Britain armed with a camera, taking photographs of all things railway. His collection, now numbering many thousands of images, has been the source of many small publications and has been used in countless magazines and journals.

Here for the first time is a comprehensive look at an important part of this unique collection – a book that will become a classic of Westcountry steam.

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ABOUT THE AUTHOR

Maurice Dart lives in St Austell, Cornwall. His enthusiasm for railways has been with him since he first travelled with a camera back in the 1930s. His own photographs, each meticulously recorded with locations and dates, comprise the bulk of a collection to which he has added rare and important photographs from other sources.

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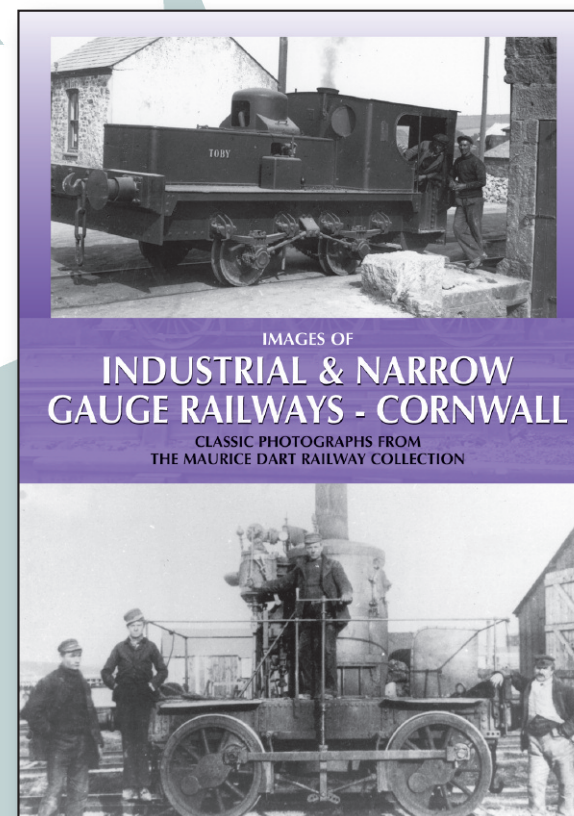
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Above: In the early 1930s a train loaded with clay in jute sacks hauled by 0-4-OST HE 1428/1922 awaits departure from the kilns.

Left: Lizard Lifeboat Funicular Railway
An 8ft gauge Funicular railway used to transport items and people to and from the Lifeboat Station was visited on 12 July 2007.

Below: Example of a double-page spread.



'MINER' is alongside the workshop at Devoran sometime in the early 1900s. This engine started life as an 0-4-OST in 1854. It was converted to an 0-4-2ST in 1855 and in 1869 it was again rebuilt as an 0-6-OST.

Industrial & Narrow Gauge Railways – Cornwall

BLACKPOOL SIDINGS



A new siding complex was laid at Blackpool, immediately east of Bungallow to serve two Clay slurry plants built in the late 1980s by English China Clays. Clay was brought from other dryers and stored in the adjacent linkways that once served older kilns. ECC bought two withdrawn Class 66 tank wagons one of which worked regularly here. On 29 January 2008 P4000 'SUSAN' (ex 08320) shunts wagons for loading from the linkways. Note the lights fitted by ECC to the front of the loco. A line of specially cleaned 'Silver Bulver' tank wagons await the arrival of an ENS class 66 loco to work the last consignment of clay slurry to Irvine in Scotland, Maurice Dart.



Following use at Irony yard and at Marsh Mills the other class 08 purchased by ECC was brought here to act as 'spare' loco. 'SUSAN' was out of action on 16 May 1991 and P4022 'ANNABEL' (ex 08398) was positioning 'Silver Bulver' tank wagons for loading at Blackpool. This loco has also been fitted with lights at the front. The siding serving the linkways is on the right with a disconnected older line alongside. Maurice Dart.

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China Clay & China Stone Quarries



At one time 'SUSAN' was unavailable for use and 'ANNABEL' had been transferred to Rocks Dryers, so a loco was hired from ENS Railways. On 16 June 2001 St Blazey depot's 08941 stands in front of the clay slurry loading area. As this loco is not owned by the clay company, now Imerys, it does not carry lights on the front. Maurice Dart.



Some years earlier when 'SUSAN' was laid up with a problem 04001 P4032 'DENISE' (built 10/26/1966) was borrowed from Cragwallis, which is a short distance from Bungallow up the branch line to Denwick Mill. The loco traversed the branch under its own power to reach Blackpool where it is positioning clay slurry tank wagons at the washing out facility on 22 November 1993. Maurice Dart.

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4wWE No.2 built by BTH in 1903 waits to depart from East Pool mine with a train of tin ore for Tolvaddon Smelting works about 1904.