

MORE CORNWALL RAILWAYS REMEMBERED

FURTHER PHOTOGRAPHS OF
CORNWALL'S HISTORIC RAILWAY
INFRASTRUCTURE

Stephen F. Heginbotham

Following on from his successful book *Cornwall's Railways Remembered*, which catalogued the life and times of Signalling Technician Frank Sperritt, the author provides this sequel based around his own long and distinguished career working on the railway.

As a MOM (Mobile Operations Manager) for Railtrack, which became Network Rail in 2002, the author was privileged to witness many unusual and rare events during the day-to-day running of the national railway network. In 1994, when Railtrack was established as the privatised version of British Railways, the author became a Signalling Inspector (SI), whose job involved primary responsibility for keeping the railway running in times of disruption or emergency. He also managed the daily tasks, including assessing and certifying competence of Signalmen and Signalwomen, rostering, checking level crossings, ordering stores, tending the signal lamps (which were then still paraffin lamps) and a myriad of other duties.

The author's position has given him unique access to the operational structure of the railway network either side of these major changes. He brings to the reader a fascinating insight into the recent history of railways in Cornwall, and by including over 260 photographs from friends and colleagues, he illustrates a bygone era, revealing some of the many incidents he and his colleagues attended over the years.

Anyone with an interest in railways, in particular Cornwall's lines, will find this a fascinating book.



ABOUT THE AUTHOR

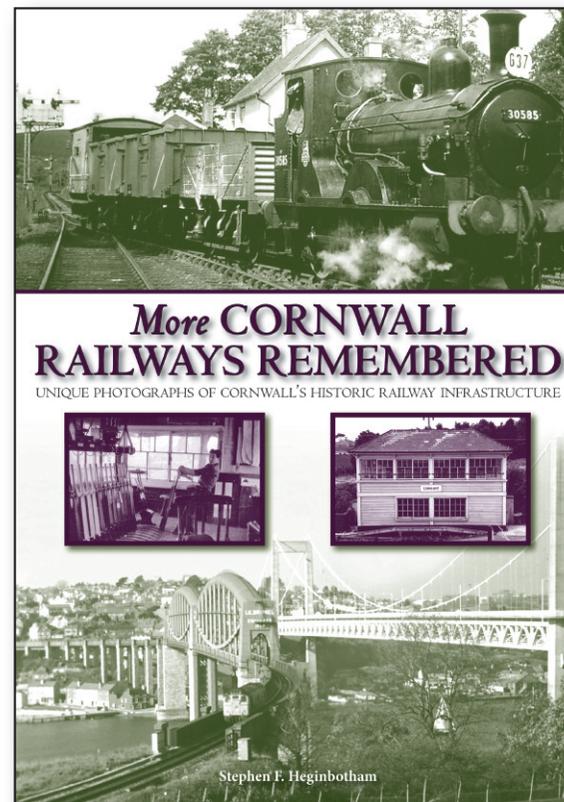
Stephen Heginbotham was born in 1951 and raised in Stockport Cheshire. After working for The National Bus Company for many years, he joined British Railways as a Signaller at Furness Vale in Derbyshire, eventually becoming Signalling Inspector in Cornwall. He retains his lifelong interest in all things transport, especially his early days on the buses in and around Manchester. He is the author of *Cornwall's Railways Remembered* also published by Halsgrove.

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The awe inspiring and magnificent Royal Albert Bridge linking Devon with Cornwall.



An excellent picture of 37670 about to bring its train of china clay off the branch connection at Liskeard.



5551 shunting coaching stock at Par.



Right: This interesting photo dates from circa 1973 and shows D7574 shunting a train at Truro Yard.



The date is October 1983 and the location is Penzance platform 3.



The Truro (East) Block Shelf in 1971.

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CHAPTER 2
TRURO to PAR

I HAVE SEPARATED this part of the main line in an individual chapter because, in 2008 it was established as a new, unclassified engine, so to ensure the single line section from Truro to Par, which had become an ever increasing operational headache since the year when the

double line was removed to save the cost of equipping, installing and maintaining it. It was a short-lived venture and the saving was negligible compared to the expense cost of getting it back. All the photographs cover the period when the single line was still in use.

The photo at the top will be the same year for the same as above, although since 2008 it has been established as a new, unclassified engine, so to ensure the single line section from Truro to Par, which had become an ever increasing operational headache since the year when the

The photo at the bottom will be the same as above, although since 2008 it has been established as a new, unclassified engine, so to ensure the single line section from Truro to Par, which had become an ever increasing operational headache since the year when the

Example of a double-page spread.