

Callington Branch Train Working 1950's.

To work passenger and goods trains there were three engines and six passenger coaches, which included gated stock. Two engines were shedded at Callington and one came from Plymouth Friary. The coaches four were from Callington and two from Gunnislake.

At this time the Callington engines would be one of the 758 class 0-6-2T and an Adams O2 class 0-4-4T The Friary engine would be an O2 class.

The first train of the day M-S was the 5.20am passenger train from Callington worked by the 758 class with two gated stock coaches. The train would arrive at Bere Alston at 6.08am. The coaches would be attached to the 6.00am from Tavistock to Plymouth train leaving Bere Alston 6.13am four and a half minutes was allowed for the attachment. This of course was one of the many through Southern Railway services.

The 758 would then work a goods train to Gunnislake leaving Bere Alston 6.25am arriving at Gunnislake at 6.45am.

The 758 would then work a two-coach passenger train leaving Gunnislake at 7.08am arriving at Bere Alston at 7.29am. These coaches were then attached to the 7.05 Brentor train to Plymouth. The train would leave Bere Alston at 7.35am four and a half minutes being allowed for the attachment. The engine would then work the 8.03am goods train to Callington arriving at 8.39am. The 758's next working was the 10.05am goods train arriving at Bere Alston 12.11pm. It then worked the 12 40pm goods (Mon to Friday) arriving at Callington at 2.50pm thence to shed. (The 10.15 and 12.40 would call at Hingston Down Quarry)

The next passenger train from Callington was the 7.16am passenger two-coach train (Adams 0-4-4), which arrived at Bere Alston at 7.59 providing connections to Tavistock and beyond and Plymouth.

The train left Bere Alston at 8.24am arriving at Callington at 9.08am (These coaches stayed on the branch all day) the engine then worked the 9.40am passenger to Bere Alston two coaches plus a milk van next to the engine arriving at Bere Alston at 10.23am. The milk van being attached to the 10.30am passenger train to Plymouth. (The milk van contained churns of milk for the Plymouth Co op. 4 from Callington, 2 from Luckett, 16 from Gunnislake 2 from Calstock 4 from Bere Alston)

The train returned to Callington leaving Bere Alston at 10.50am arriving at Callington at 11.34am. It would then work the 1.00pm Callington to Bere Alston arriving at 1.42pm. It would then work the 3.15pm passenger Bere Alston to Callington arriving at 3.57pm. (On Wednesdays, Thursdays and Saturdays it would work a train to and from Gunnislake before working the 3.15 service)

The next train from Callington was the 4.23 passenger to Bere Alston arriving at 5.06pm. It would then return with the 5.23pm to Callington arriving at 6.05pm.

Mondays to Fridays the last service from Callington was the 6.20pm passenger arriving at Bere Alston at 7.01pm. It would return to Callington at 7.10pm arriving at 7.53 then to shed ready for the next mornings 7.16 service. (Saturdays only there was a late train leaving Callington at 9.20pm returning from Bere Alston at 10.05pm)

These were the workings of the two Callington engines.

Now the workings of the Plymouth Friary Adams O2 engine.

This engine would work the two coaches, which came off the 5.20am Callington train-leaving Friary at 7.34am to Tavistock arriving at Tavistock at 8.31am. It would then leave Tavistock at 8.40am arriving at Bere Alston at 8.57am. The two coaches would be berthed in the Tuckermarsh sidings where they would remain until the 8.00pm passenger train to Callington. After berthing the coaches the O2 would run light engine to Gunnislake leaving Bere Alston 9.01am arriving at Gunnislake at 9.22am. The engine would then work a goods train leaving Gunnislake at 9.38am arriving at Bere Alston at 10.09am. The engine would then shunt the Bere Alston yard and then work the 11.13am goods to Gunnislake arriving at 11.36am. It would then work the 12.03pm goods from Gunnislake arriving at Bere Alston at 12.36pm. The engine would then run light to Plymouth leaving Bere Alston at 12.50pm. It would arrive at Plymouth at 1.26pm.

The engine would then work the 4.53pm two coach passenger train to Gunnislake (The two coaches coming off the mornings 7.08 Gunnislake service) The train would shunt at Bere Alston leaving at 6.01pm arriving at Gunnislake at 6.21pm berthing the two coaches ready for the next days 7.08am train. The engine would then return light to Bere Alston leaving Gunnislake at 6.57pm. It would cross the 7.10pm Bere Alston to Callington passenger at Calstock arriving back at Bere Alston at 7.27pm. It would then pick up the coaches from the Tuckermarsh sidings and form the 8.00pm service to Callington arriving there at 8.42pm. The engine would then work the 9.15pm goods Callington to Bere Alston arriving at 10.00pm. It would then return to Plymouth Friary light engine leaving Bere Alston at 10.23pm.

This covers the Monday to Friday branch trains.

Saturdays the 5.20am from Callington ran also the 7.08 from Gunnislake. Coaches from these services returned on the 7.34am Plymouth to Tavistock as a weekday (5.20am train) The 7.08 coaches worked back on the 12.20 SO Plymouth to Tavistock North the coaches being detached at Bere Alston. These coaches together with the two at the Tuckermarsh sidings were worked to Callington on the 1.00pm SO train to Callington arriving at Callington at 1.46pm. Detaching two coaches at Gunnislake, which would form Monday's 7.08 train.

(I have known the 12.20 SO Plymouth to Tavistock being worked by a GWR 2-6-2T Prairie)

John Snell