

Hingston Down Quarry Railway

In 1924 a company was formed "The Hingston Down Light Railway Company".

An act of parliament made provision for the Company to construct and maintain a railway as described and shown in the plan provided, with all proper rails plates sidings (including sidings whether of the gauge of the railway or of the Southern Railway or of both for the interchange of traffic between the railway and the Southern Railway) junctions turntables bridges culverts drains viaducts tunnels stations approaches roads yards buildings and other works and conveniences connected therewith.

The said railway is wholly situate in the parish and Rural District of Calstock in the County of Cornwall and is:-

A railway 5 furlongs 6.8 chains or thereabouts in length commencing at a point on the south side of the Southern Railway in Enclosure No. 1186 on the 1/2500 Ordnance Map of Cornwall (Second Edition 1906) Sheet No. XXIX 10.5 chains or thereabouts measured along the southern fence of that Railway from the north-western corner of that Enclosure thence running first in a westerly direction and then in a southerly direction under the public road leading from Latchley to Drakewalls thence continuing in a southerly and in a south-easterly direction over Hingston Down turning in a westerly direction and terminating in Enclosure numbered 1048 on the said Sheet numbered XXIX at White-rocks Quarry St. Ann's Chapel at a point 1½ chains or thereabouts measured in an easterly direction from the southwest corner of the said Enclosure.

The railway shall be constructed on a gauge of two feet and the motive power shall be steam or such other motive power as the Minister of Transport may approve. Provided that nothing in this Order shall authorise the Company to use electrical power.

John Snell writes:-

Loaded wagons were collected by the 10.15am freight from Callington. Often some were berthed at Gunnislake and worked forward by the 11.13 freight to Bere Alston. Empty wagons were placed in the quarry by the 12.40 freight Bere Alston to Callington. The Luckett porter was in charge of shunting at the quarry. He would travel on the 10.15 to Gunnislake and return to Luckett on the 10.40 passenger train. Then on the 1.00pm Callington to Gunnislake returning to Luckett on the 12.40 freight.

In my days Reg Denley was the Luckett Porter and he was replaced by Les Rhodda.

My dad worked in the quarry in the 1930s. There were rail lines in the quarry. Small hoppers ran on them. There were no engines. From the quarry face the hoppers would run down to the crusher. It would take two men to push the hopper back for reloading which was very hard work. I am not certain of the gauge it may have been around 2ft



Hopper wagons on the head shunt at Hingston Down Quarry, the main line is in the foreground with the siding rising at 1 in 40

(Although Hingston Down Quarry itself had a railway there is no evidence that the line to White-Rocks was ever built) – unless you know different.

Extract from the Working Time Table 1934

LUCKETT.

Whiterocks (Hingston Down Quarries Co.) siding.—The siding rises 1 in 40 from a point near the boundary gate for a distance of 450 yards from the main line and terminates in a shunting neck which extends 100 yards beyond the trailing points connecting with the extended sidings.

There are two sidings serving the Quarry Company's plant, which extend from the shunting neck in a westerly direction on a rising gradient for a distance of 360 yards. These two sidings are provided with two crossover roads, the second or westernmost being for the passage of wagons only.

Under no circumstances must the Company's engine pass beyond, or over, the second of the two crossover roads.

The Porter in charge at Luckett will assist with the working of the train calling at the siding.

The train must be brought to a stand with the engine well clear of the siding points to enable the required number of wagons to be attached without having to set the train back before re-starting.

Before detaching the engine or wagons from the train, the Guard must take care to pin down a sufficient number of wagon brakes on the portion of the train left standing on the running line, and also see that the brake in the van is securely applied, after which the engine and wagons which have been detached will be taken to the shunting neck situated on the higher level where the necessary shunting work will be carried out.

Before a movement is made from the shunting neck down the incline to the main line, the catch tongue at the head and the points of the catch road at the foot of the incline, which are normally open, must be held over.

On completion of the work at the extended sidings, the Guard must be careful to pin down a sufficient number of wagon brakes before proceeding to propel the wagons towards the running line. Great care must be exercised in the manipulation of the trap points in the sidings.

The Porter in charge at Luckett station must remain in charge of the rear part of the train left on the running line and hold the trap road points in position for the engine and wagons to pass over to the train; after the engine and wagons have been coupled to the train standing on the running line, he must close and lock the gate, replace the points to their normal position, withdraw the tablet and hand it to the Driver, accompany the train to Gunnislake station and return thence to Luckett by the next train.

During the whole of the time the work of the siding is being performed, the points in the running line must remain set for the siding.