

IRONSTONE

Issue 2

“The Home of East Midlands Ironstone Quarry Heritage”



The Magazine of Rocks by Rail £2
The Living Ironstone Museum

Editorial

Welcome to the 2nd edition of Ironstone, we hope you like it as much as issue 1. This issue covers the latest news from the railway and in particular our Great Walk celebration in July which went even better than we could have hoped. Not only has it raised our profile but it has resulted in massive amount of previously unseen material on it being entrusted to us. Now we have to make the most of for future generations—we really are “The Home of East Midlands Ironstone Quarry Heritage”

Regards

Alistair Grieve

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Opening Times

General opening hours:

Tue/Thur: 10am-5pm (last admission 4pm)

Sun: 10am-5pm (last admission 4pm)

Operating Days: Third Sunday in every month

Train driving sessions: Monthly, Year round - by tick-
eted pre-arrangement

Workshop tours: Everyday

Café: From 11am when Museum open

Admission Charges:

Operating Days:

Adults £5, Children £2.50, Under 5's Free

Group Visits - by arrangement

Dogs welcome if responsibly managed

Rocks by Rail (Rutland railway Museum)

Cottesmore

Rutland

LE15 7BX

Contact Details

General queries - secretary@rocksbyrail.org

For membership—membership@rocksbyrail.org

Questions or information relating to the ironstone quarry heritage, the exhibits or local quarrying history, please contact curator@rocksbyrail.org

www.rocks-by-rail.org 07873 721941

Front Cover—Jean basks in the afternoon sun at the quarry

Rear Cover— 1931 slogs up the 1 in 60 over the Oakham Canal with a rake of empty hoppers for the yard at Cottesmore.

Ironstone— The magazine of Rocks by Rail

Events For 2014

- Sunday 20th April 2014
- Sunday 18th May 2014
- Sunday 15th June 2014
- Sunday 20th July 2014 – The Great Walk Commemoration
- Sunday 17th August 2014
- Sunday 21st September 2014 – Diggers & Dumpers Event
- Sunday 19th October 2014
- Sunday 16th November 2014 – Autumn Steam Gala

Note: Operations on Bank holidays are subject to review and will be confirmed in due course – check website for details.

<http://www.rocks-by-rail.org/>

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Rocks on Tour

No, it's not some form of heavy metal music gig, the steam engines are going on another trip. We have been invited to the Pontypool and Blaenavon Railway at Blaenavon in South Wales to take part in their September 12–14 steam gala. The weekend is to celebrate the 100th birthday of Andrew Barclay Rosyth no1 which has just been returned to service after 10 years out of traffic. The locomotive had been in store at the Teifi Railway and moved to the PBR in September 2012 where restoration was started, the locomotive re-entering traffic in May this year.

We'll be taking along Sir Thomas Royden and AB 1931 and joining us will be another Barclay, Edmundsons from the Rushden Transport Museum. On the Friday, all 4 will be in action, whilst on the Saturday and Sunday they will be joined by the PBR's Austerity 0-6-OST 71515 Mech Navvies Ltd, one of the best looking and sounding Austerity's there is. Full details can be found at <http://www.pbrly.co.uk/> so why not come along and support us and another cracking little railway.



Development News



Work has now recommenced in the quarry area as we look to add an extra siding, this will be very useful, allowing us more flexibility in operations and to also provide extra storage space, something we are currently lacking at the moment. The shot above shows the situation in July with the concrete sleepers being laid in the general positions. There will be some aligning needed before any track can be put in place..



If you fancy helping out on the restoration of the locomotives, or any other projects please come along, you'll be made very welcome, no special skills are needed, just a sense of adventure.

One of the reasons that we need the storage space is that we're now clearing out the wagons stored in the north end, beyond the current limit of operations, so that we can commence with the planned redevelopment there. As detailed in Ironstone number 1, this will feature a platform, run round loop and exchange siding.

The picture left by Steve Hanglands shows the volunteers taking a break having wrestled with, and finally retrieved, one of the dump cars that have been resident in the north end for some time.

Around the Workshop



The big news is that the Ruston & Hornsby diesel 544997 Eric Tonks has been started and no faults have been found with the new engine. With the work nearly complete we hope to welcome Eric back into traffic in the very near future, which will give us 3 diesel locomotives to call on, with more on the way.

Left—Eric Tonks in the shed



We are also slowly working through the wagon fleet, repairing and repainting to bring them all up to scratch. Not only does this make them more presentable and provide a better image for the visitors, but it also protects the wagons and makes them last a lot longer. Standing out in all weathers, especially as exposed as we are, does not do them any good. The two hoppers shown here were repainted by the volunteers from Education City (see page.....), and is a big step towards completing the work on them.

The hoppers show two distinct styles, the foreground one, is a British Railways built wagon, the one in the rear, in LMS one. Both will going into BR grey.



As well as maintaining the locomotives and the rolling stock, we also have to look after the track, and keep on top of the vegetation. During the winter months this isn't too bad, but in the summer it is a never ending task. The track needs to be kept clear as the squashed grass can cause the trains to lose grip and slide instead of stopping. A dangerous state of affairs and one we like to avoid.

The 1308 trust. Gary Brown



The 1308 Trust was formed in June 2011 by a group of 5 members of Rocks by Rail the Living Ironstone museum to acquire and restore 1308 RHOS an ex Stewarts and Lloyds steam locomotive that had become available for sale.

Well actually it was a little less organised than that!!! Rocks by Rail has a very definite policy on its exhibits and what can constitute a prime example of an Iron stone locomotive and the acquisition of 1308 RHOS was based on that collecting policy. The management group of RBR had written to all the owners of ex ironstone locomotives and requested information on their plans to restore or display them. As it turned out through private purchase and subsequent loan or outright donation to the charity Rocks by Rail the museum managed to obtain the following:

- Andrew Barclay Belvoir
- Hunslet Vigilant
- Hawthorne Leslie Holwell No 14
- Sentinels Graham and Jean
- Hudswell Clarke 1308 RHOS (Pictured above, copyright Simon Layfield)

The campaign had been a resounding success and not to mention the wagons also donated/collected thanks to the teams efforts!

So on a pleasant June day in 2011 I was dispatched by the late and much missed Simon Layfield to inspect RHOS at the Nene Valley Railway where the previous owners had her stored under-cover in the running shed in a semi dismantled state. It became apparent that despite it outside

appearance RHOS was in good order considering her age and semi open storage for 20 years! The boiler readings on thickness of plate and general condition also showed positive signs to the reports that she had been the last locomotive to be overhauled in Pen Green shed Corby before new steam and later diesel locomotive's made this activity obsolete!

RHOS has never run in preservation and was initially preserved complete direct from Corby quarries to a garden in Burnham Market Norfolk to stand next to an abandoned railway station on display, when the locomotive was moved from this site is unknown but she arrived at Cottesmore in the late 80's as part of Gerald Bodens fleet and then moved to the Nene Valley Railway where a start on stripping down begun.

Now Rhos sits within the Woolsthorpe shed again at Cottesmore with restoration moving forward, the 1308 Trust has completed the strip down and assembled all the components in a secure place where restoration and assessment for repairs are taking place along with the renovation of the chassis. The project involves a lot more than just the phases of restoration and eventual operation, collecting of pictures, documents and first-hand accounts of her life at Corby and her role both when bought new and in the last years of the industry have been recorded in order to develop a knowledge of the engine and provide reference for her restoration to fully operational condition at RBR, more to follow in our next issue!

Gala Guest — Vulcan



This years steam gala is on Sunday November 16, and will feature a special guest in the shape of Vulcan Foundry 0-4-0St Vulcan. Built in 1918, works number 3272 it was the works shunter at the famous Vulcan Foundry in Newton le Willows, Lancashire, shunter all manner of locomotives, steam, and diesel and electric , around the site. The engine has recently been returned to traffic and is currently based at the Barrow Hill depot, near Chesterfield, Derbyshire and we can't wait to see her in action alongside Sir Thomas Royden and AB 1931.

Wickham Ultra Lightweight Push Trolley Stretcher Transporter Machine No.8713. Steve Hanglands

Beginning in 1970, Keith Gunner and Mike Kennard spent many years researching, locating, and documenting Wickhams works records and machines. On the 23rd of June 1973, Mike Kennard visited Market Overton, where the unpowered push trolley with Stewarts & Lloyds Works number 8650/70 was entered into his records as “Wickham 8713 (plate carried)”.

The unit comprised a steel frame, with four longitudinal channel sections designed for carrying two stretchers, and the classic Wickham pressed steel wheels. At this time the trolley was intact, with wheel guards, push bar, and brake lever. As well as the Wickham Works plate, the trolley also carried a Stewarts & Lloyds Plant number on a Traffolyte plate, the plate reading “S&L No.8650/70”.

In the days of the Market Overton Industrial Railway Society, the seed that grew into Rocks By Rail, the trolley was used to transport track components in a skip which had been fitted on top of the frame. After MOIRA moved to Cottesmore under the name of Rutland Railway Museum, the trolley was used much less, but at some stage suffered a twisted frame. Eventually the trolley was hidden away, being dumped into an open wagon where it remained for many years.

Being an unpowered machine, it was not recorded by either the Industrial Railway Society or Eric Tonks in his books on the ironstone industry, and so was allowed to fall into obscurity. To quote a short piece written in April 2013 by Simon Layfield ; “There are two order references for these unique vehicles. The first was a three vehicle production, order number 11874, ordered by Thos. W. Ward Ltd., with a designation of Ultra Lightweight Push Trolley Stretcher Transporter. The vehicles were given Works Numbers 8713-5 and delivered ex-works 19/9/1960 to Stewarts &



The trolley before work started on it. Simon Layfield

Lloyds, Buckminster Quarries”. Similar records for a subsequent order suggest the trolley 8713 spent its whole life at Market Overton

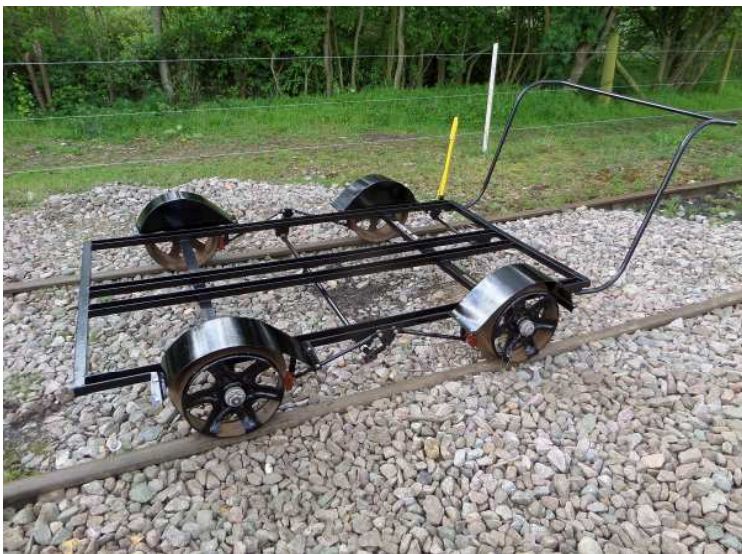
Similar records for a subsequent order The trolley saw the light of day again in 2013, when an RBR volunteer carried out a visual survey which revealed ;

Wheel Guards – all missing

- Wheel Guard Mounting Brackets – seven out of eight missing, one bent
- Brake Lever – missing, pall seized
- Brake shoes – three out of four missing
- Brake rods and drop links – all present on one side, all missing on the other
- Weigh shaft bearings – two intact, one broken
- Brake Push Rod – snapped at rear weigh shaft arm
- Frame – bent
- Wheels – three grease nipples missing
- Pushbar – missing

The frame was stripped of all damaged parts, and needle gunned back to bare metal. It was treated with an anti corrosive agent before a good coat of etch primer, and a black semi-gloss top coat. Four new wheel guards and mounting brackets were fabricated from 1.5mm steel sheet, along with a new brake lever which is painted yellow in accordance with anecdotal evidence of the trolleys condition at Market Overton.

A push bar of 1" OD steel tube was bent to shape and welded together, this was fixed as per the original, via two bolts on each side under the frame. A brake mechanism was constructed using the existing one from one side as



as a pattern. The most difficult job came with the brake blocks – as replacements could not be found. A decision had to be made as to whether it would be best to use wooden mock-ups, obtain a small number of castings using the lost wax method, or to fabricate new from steel (the originals being of cast iron). In the end, steel fabrication was the favoured option. Three new brake blocks were made by cutting and drilling 1/4" steel plate to the shape of the triangular pivot brackets, these were then welded to 1/2" steel flat bar. Weld was built up on the shoe and

The completed and restored trolley.

ground back to approximately contour the wheel flange.

The weigh shaft was straightened by cutting off the splined ends and grafting them onto a new shaft. The final step was to replace the Traffolyte Stewarts & Lloyds plant plate.

The completed trolley will now go on display at the museum, complete with stretchers, mannequin (in suitable quarry attire), and first aid kit.

Unfortunately it is not known whether or not the Wickham Ultra Lightweight Stretcher Trolleys were used in an emergency or whether they were a mere nod towards the increasingly 'Health



The S&L identifying plate.

and Safety' conscious legislation – The Mines And Quarries Act 1954 states in Paragraph 91 (2)(b)(ii) that the Regulations may “as respects persons who, while employed thereat (whether above or below ground), suffer bodily injury or become ill, of such arrangements of their conveyance (where necessary) to hospitals or their homes may be prescribed”.

Perhaps a specific accident in the Stewarts & Lloyds organisation led to these trolleys being ordered, we may never know.

No doubt, however, this trolley will see more action in preservation that it did in its working life (hopefully not for real) – the unique photo opportunities in re-enactments offered by this machine are too good to miss!

The S&L identifying plate.



Driver for a Fiver

The standard operating pattern for Rocks by Rail has been to have a running day every third Sunday, for the remaining weekends the museum will be open, but with nothing planned to be running. We feel we are now in a position to expand on this and have begun to add “Driver for a Fiver” days on the first Sunday of each month and bank holidays.

For an additional £5 on top of their entry fee visitors have the chance to take the controls of one of our diesels (under supervision of course) for a trip down the line and back.

These are proving very popular and provide the visitors with something different to the usual ride up and down. It also provides a taster for those who may want to come back for one of experience days, or even volunteer. And it allows to offer something different without requiring too many volunteers.



Top. Jean with the Driver for a Fiver banner

Bottom. Peter Layfield explains the controls of Jean to a “Driver for a Fiver” visitor.



On Thursday the 1st of May we played host to a team of volunteers from Education City, a leading developer and publisher of educational content, who have offices in Rutland and Dallas, US. The 15 members of their newly formed Content & Curriculum Team joined us for a team building charity day, splitting into smaller groups to take on various projects. We put their painting and gardening skills to good use painting a couple of Hopper wagons and , clearing some of the undergrowth. At the end of the day they got the chance to operate a diesel locomotive followed by a tour of the site to explain what we do and what Rocks by Rail is all about. They, and us had a great time and we hope to see them again in the future.



Scatter Rally

On Thursday August the 7th the car park at RBR was full of vintage cars, rather than usual more modern variety. They were all visitors from the Vintage Sports Car Club as part of a “scatter rally” to celebrate their 80th year. The



VSCC was established in 1934 to promote the sport and pastime of motoring, principally for cars built before 1931 and it still holds true today . Pictures by Steve Hanglands.

Commemorating the Great Walk



Our July 2014 was one we have been building up to for sometime, and it turned out to be even better than we hoped. This was our commemoration of “The Great Walk”, an iconic moment in Rutland history, when the mighty dragline Sundew was walked 13 miles from Exton Park to Corby, following closure of the quarries at the former. At the time Sundew was the largest walking dragline in the world and it was calculated that it would be far cheaper and quicker to walk Sundew between the two sites, rather than dismantle it, transport the items, and then reassemble it at the other end. The whole story can be found in the Great Walk booklet, available in the Sundew café at RbR for only £1, but in summary the whole walk only took 9 weeks and captured the public's attention so much it has now entered local folk lore.

Even today there is still a great interest in Sundew and the walk and this was one of the aims of the day, to collect people's memories and images and be able to share them for all to see. There are many people who do not remember Sundew or the Great Walk so this was a great way to show them what it was all about.

Before the day we had put out requests on radio and in the local press for people's pictures and memories of the walk and the response was overwhelming. The majority of images were from people's personal collections and had never been seen in public before. We had a display of these in the café but what was amazing was that on the day people came with more and more for us, some of the pictures were just incredible, Sundew being built, the official BSC archive of the event and so many memories.

The day may be over, Sundew may have long gone, but the memories are still as strong and vivid as ever and now the task of collating all these into a format for future generations begins.



Opposite page. Our own dragline is just a fraction of the size of Sundew but that didn't stop it being a popular attraction on the day as it toiled away in the "digger play pen" lifting and shifting earth around. In honour of the Great Walk it carried a banner mimicking that which Sundew carried, albeit walking to Rocks by Rail rather than Corby.



This Page. Despite its size, there are very parts of Sundew left, one of these is the can we have on display overlooking the quarry area. It has been looking rather woebegone but that is now changing. As part of the 40th anniversary we are restoring the cab and when complete it will hold a small display dedicated to Sundew and the Great Walk.



On the day the cab was open so visitors could have a look at what was being done and also sit in the seat and watch the quarry operations from there.

The quarry viewing area also provided the location of the barbeque, which did extremely well selling beef burgers and hot dogs. As fast as they could make them they were being sold, and eaten even faster.



As mentioned on page 12 we had a display of some of the photographs given to us on display in the café. These were joined by a large radio controlled model of Sundew, which took centre stage. The display proved very popular and we hope to make these pictures, and many more readily accessible in the near future.



Outside in the car park was a display by a group aiming to restore the narrow gauge 0-4-0ST Lord Granby, which used to work at the Eastwell Ironstone system in Leicestershire. The locomotive was delivered to Eastwell new in 1902, and withdrawn in 1959 moving to the Leeds industrial museum in 1961, but over the years it has fallen out of favour and ended up in storage, unloved and rusting away. However the Eastwell History group have agreed a long term loan and Lord Granby is now safe and undercover in Eastwell where it is to be restored for display and provide a focus for a new heritage centre celebrating Eastwell's ironstone industry. Full details can be found here—<http://lordgranbyrail.org.uk/>



At lunchtime we had an unveiling ceremony by the entrance for a fascinating 3d bas relief piece of artwork by the artist Mitchel House. One of several pieces of art commissioned as part of a Rutland wide initiative called by

The piece is cast in resin with iron filings embedded which will weather with age and provide a constantly changing image. It was unveiled by Radio Rutland presenter Rob Persani, who did his whole show from Rocks by Rail. Rob (in the purple t shirt) is seen here with (From L-R) Mitchel House, Anita Hollinshead (a freelance heritage advisor who is assisting with the project) and David Atkinson (RbR trustee).



The forecast suggested rain, but apart from the sounds of distant thunder it remained a dry and very warm day, enabling our visitors to make the most of the weekend. The café was busy throughout the day and the seating area proved extremely popular. Hopefully they'll come back again for another RbR day out.



During the day we had plenty of rail movements to keep the visitors entertained. Jean worked in the quarry alongside the RB22 face shovel, whilst AB 1931 was kept busy shuttling up and down the running line giving brake van rides.





In the digger play pen area the RB22 dragline was working all day long move earth around. It's fascinating to watch the drag line in operation, just a shame we don't have a big one like Sundew to play with.





Just some of the pictures given to us.

Above Courtesy the Tee Family

Left Courtesy Alan Winterton

Top Right Courtesy Graham Kilbourne

Bottom Right Courtesy Roger Fowkes. Sundew after quarrying at Corby ceased. It never worked again.

Thank you everyone for sharing your pictures with us.



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