



### *Calcining kilns at Hook Norton Quarries*

*Photo 2 (above) shows one kiln in the process of calcining. Sydenham had five of these kilns so it is not difficult to imagine the volume of smoke they must have produced.*

*We have been unable to find photographs of the kilns at Sydenham, but these are similar to ones in operation at Hook Norton Quarries.<sup>1</sup>*

An interesting point is that output from the neighbouring Adderbury quarry, the main source of ironstone for Sydenham, was taken the short distance by the Oxford Canal, which ran nearby the kilns. A report of the time says that, when fully loaded on the canal barges, the railway wagons had a clearance of only 1.5 inches to the sides of the barges. This awkward method of transport was not continued for long.

Another difference from Adderbury Quarries was the number of steam locomotives used for such a small tramway: four locomotives were purchased with expectations of working up to three-quarters of a mile from the kilns. Three of the locomotives were supplied by Andrew Barclay of Kilmarnock in Scotland and the fourth by the Hunslet Engine Company of Leeds. They were painted green with black and white lining. Two of the engines were named 'The Doll' and 'Winifred' and the others, called 'Margaret' and 'Gertrude', were named after the daughters of the quarry manager, Mr J. R. Owen.

---

<sup>1</sup> See *C&CH* 3.12, p.227 (1968), 4.8, pp.138-40 (1970), 9.1, pp.14-22 (1982).