

## Stories by Keith Humphrey.

When I lived at Beecroft Cottages and went to Horton school. It was like a little village living at Beecroft, 3 rows of houses and 2 bungalows 23 houses and all of the houses were full, the quarry owned them and all the men who lived in them worked at the quarry, and all the young children went to Horton school.

The quarry staff had a man from Little who showed films for all those who lived in the houses, and also built a play area for the children swings, roundabout. Also on a Monday one of the quarry men used to wheel 3 barrows of coal to each house out of a railway wagon full of coal which was also used for burning lime in the kilns. My father Clifford Humphrey used to work on the kilns they threw coal through 3 holes in the kiln, then come down on ground level and drew lime out into a wheel barrow and tipped it into a railway wagon very hard work, I can remember my dad coming home burnt with sweating and then the lime burning. Sometimes in summer they started work very early then finished early to try and not work when it was very hot. Before the 4 gas-oil kilns were built there were about 4 old coal fired kilns. Meal times were 8.30 AM to 8.50, for breakfast and 12.00 to 12.50 for lunch and finish time was 4.50 p.m. a river used to round and men who lived in the houses at Beecroft came home for meals. Also a hydrating plant for lime was also in working condition, lime from the kilns (small pieces) was transferred by rail to the plant then the plant made powdered lime which was bagged on a bagging system then fell on to a conveyer then men put the bags on to road wagons and rail wagons in the loading bays.



inside the plant, the powdered lime was used for putting in reservoirs, chocolate factory at York and also into cosmetics, then in later years they put two big tanks up and road tankers took it in bulk. The men who produce the lime used to work shifts so they had plenty for the start in mornings.

The rail wagons were taken by engine to the weighbridge then a ticket put on them took down on to the sidings waiting for the train to collect, rail wagons with just sides on had to be sheeted. Also kiln lime, ~~lime~~ ground limestone was spread on farm land.

In the early 1960's - 1970's lime was sent to a lot of steel works in Durham (Consett) and up to a big steel works at Motherwell in Scotland, by rail, road sometimes road wagons came in at night to load.

I can remember when I worked up there 3 Engines were used, one was a spare in case one broke down.

We had Electricians, fitters, mechanics, plate layers who looked after the rail roads dumper drivers, rami drivers shovel drivers, drillers, shotfirers, (poppers who drilled in to big stones to break them up. We had old electric (P.B) rami's loading at the face, very hard to driver with big handles, wire ropes were very hard to change.

Then we got a (71 RB) diesel rami much more easy to drive.

A fleet of old avelling Barford dumpers were replaced by jodels the ~~new~~ newell dumpers, charide, caterpillars, and Komatiks. Loading rubber tyre shovels included Michigans, caterpillars, Euclids, Terex and Komatiks quite a variety of machines. On the plant were 3 men 1 in the primary crusher, 1 in the 2nd crusher & 1 in the screen house and 2 dumper drivers taking different bins alone out of the bins, now 1 man sits in a control room to look after it all.



4 dumpers and 2 raves worked to bring stone down from the face to the plant (6 men).

Also in the quarry 6 men worked in the garage. 2 Drillers worked on top of the face to drill holes. When I.C.I. took over and the new 4 Kilns were built, men worked shifts 6-2 2-10-10-6 so a lot of men were brought in to help run the kilns, some in the hydrating plant, and for 2 or 4 years the top quarry were put on shifts 6-2-2-10 to keep up the stone to make lime for the kilns, 2 dumpers took stone to the chutes out of a big hopper, in later years they put a conveyor in to take the stone. 2 Big wagons used to run on nights to take small shipments to a plant in (Paddham in Lams) no a man used to load them through the night. When Pettie Limes owned the quarry they provided transport for the workers from Kettle, Bemtham and on the way to Horton. In the 1968-69 when we had a lot of snow I was asked by my foreman to go down to Hallowith bridge to clear the snow the main road was blocked so I was up and down all day by the time I was getting back it had filled in again. The road was just wide enough for the machine so the snow filled any gate ways in, when I was coming back into Horton a farmer came out of his lane end and gave me a write telling off, so I said I am sorry but can't do much about it because the machine was to long to turn round in the narrow road. (Shell and BP) road. Tankers used to deliver crude oil for the kilns and through the night as well. I can remember one year in the 1970's 2 tanks stored the oil, but one driver did not check the levels in the tanks so it overflowed, got into the main river ribble in the village, the river was very low



quarry and he used to smoke a pipe, he stopped talking to a wagon driver, put his pipe in his pocket after about a ~~or~~ while his pocket was burning he didn't half get some stick over that. Once we had a big stone fast in the main crusher, so the foreman decided to put plaster gell on the outside of the stone then run the corters wire out side the crusher house, fired it off and blew about 30 little pieces of glass out not very good but it cracked the stone so we got it out of the crusher. I.C.I. was the best firm to work for I thought, very good rates of pay, gave us I.C.I. shares and a good bonus.

I hope this is some use to you  
Mr. H. Humphrey.