

LOOK DOWN

The floor is actually really interesting! Originally, it would have all been made from the dark bricks, called 'blue bricks'.

The Roundhouse floor is probably made from the famous Staffordshire blue bricks. They are very, very hard bricks and their colour and hardness is because they are baked in the brick oven (a kiln) at very high temperatures.



Have a look next to the rails and see if you can spot where nuts and bolts from locomotives have become stuck in the oil and dirt over the years!



Fitters mending the locomotives, many years ago, dropped the nuts and bolts and didn't pick them up. Over the years, the dirt and oil have stuck them where they fell.



Look out for some round features in the floor. These are where a water pipe is in the floor for cleaners could attach big hoses to clean out the locomotive's boilers.



LOOK DOWN



Look between the rails and you will see wooden boards that cover the maintenance pits. The pits are used by people mending the locomotives so that they can get underneath to fix them.



Look at the ends of the rails. See if you can spot where the floor has been damaged by a locomotive running past the end of the rails and look out for the iron stops put in to prevent it happening again.

Locomotives are very big heavy things and when they came into the shed to be maintained, they would first have had their fires put out, that meant they would be cooling down and not have much steam to operate the brakes and sometimes accidents happened!

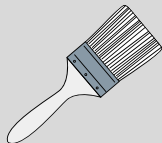
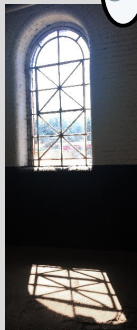


LOOK AROUND

Then have a look at the walls and see if you can spot where a locomotive might have run off the rails and bumped into the wall making a hole!



The windows don't have wooden or plastic frames, but metal, cast iron frames. These were made by the railway company and would be used in the other engine sheds they built too.



Factories were started in the Industrial Revolution. The first factory in the world was in Derbyshire. They were unhealthy places to work and to try to make them better, it was made law that you had to paint the walls regularly. That also meant that railway companies had to paint their shed walls too.



The walls are painted white with stuff called white wash. This has been used for hundreds of years to make walls white and we found a bucket buried nearby that has been used to white wash the Roundhouse walls and it still has white wash in it!

LOOK UP



There are also smoke hoods. The hoods are over the place where a locomotive's funnel would be, to direct the smoke up and out.



Steam locomotives are well named. They make a lot of steam....and smoke. To let this out, so that people could still see inside the shed, there are gaps all along the top of the roof.



Spot the enormous Sheer Legs in the corner of the Roundhouse. Sheer legs are a type of crane, they are used to lift things. In the Roundhouse they were used to lift up one end of a steam locomotive so that the wheels can be taken out for mending. We think these are the only railway sheer legs left. Unfortunately, their winding handle and gears were removed in 1965.

LOOK AROUND AND AROUND AND AROUND

The Turntable is what a roundhouse is all about. Modern locomotives are the same at both ends and can be driven in both directions just as well. Steam locomotives have a front and a back and have to be turned around with the turntable.



A roundhouse is also a very good way of storing locomotives, it has one track in and out. A shed with no turntable and lots of parallel tracks, needs just as many tracks coming out, then lots of points to make two tracks into one and lost of space to do it all in.

