Sixty Years Of the NMRS.

What year did our name change take place? Mike Gill gives us some insight into the society's early years.

WHAT'S IN A NAME: NMRS vs NCMRS

When the society was formed as the Northern Cavern & Mine Research Society, it included a mix of mining enthusiasts, cavers and cave/mine scientists, but there were soon tensions between the miners and the cavers over access to scarce resources. The latter wanted ladders and ropes etc and for caving meets to dominate, while the former wanted survey equipment, Records files etc, and for mining history to dominate. At times these clashes became heated and led to resignations, and at one meeting an officer was even hit on the head with the minutes book!

By the early 1970s, however, the rapid growth of interest in industrial archaeology/history meant that we had more members making serious studies of mining sites and planning to publish their results. The balance of interests was changing, but at the same time we were struggling with increasing fuel, publishing and postage costs. This led to a serious reappraisal of our objectives, and the expenditure needed to achieve them. It was also felt that to many people the word 'Cavern' in our title relegated us to just another pot holing club and had a negative effect on our image.

With mining historians now in the ascendancy, a proposal was put to an extraordinary Meeting, held after the April 1974 General Meeting, to discuss the proposed change of the title of the Northern Cavern & Mine Research Society. This would involve removing 'Cavern and', and after a long discussion it was proposed by Peter Jackson, and seconded by Derrick Platt, that "the title of the Society be under consideration for change". This was passed nem con.

At the September 1974 General Meeting the Chairman pointed out that such a change could only be made at an AGM, by writing to the Secretary in advance. Nevertheless, in recognition of the strong support amongst active members, he allowed further discussion of the proposed change. The outcome was a proposal by Mike Dickinson, seconded by Mike Gill, that the "Northern Mine Research Society" be put to the next AGM as the new title. This was passed nem con. The full membership was advised of this proposal via the Newsletter.

Thus it was that the News Sheet No .1 of June 1975 announced: "Members please take note, That the name of this society is changed as from the A.G.M. of February 9th 1975".

As intended, the name change and adoption of the title 'British Mining' for our publications promoted a steady growth in membership, and a properly based subscription ensured healthier finances.

Mike Gill. Honorary Member.

Northern Mine Research Society

Newsletter

Society established 1960

www.nmrs.org.uk May. 2020. www.nmrs.org.uk

Editor. Graham Topping
Chapel Lodge.Chapel Lane. West Bradford. Clitheroe. Lancs. BB74SN. Tel:- 07973905883. **Email:- glt2top@gmail.com**

In this Issue.

Page.

Please note that the deadline for inclusion in the, August 2020 Newsletter is the 26th of July 2020.

News from our Society

First of all we at NMRS hope that all our members are keeping safe in these difficult and unprecedented times. As far as I know this is the first time in our history that we have had to **postpone our AGM** and hopefully we plan to combine it with our Autumn meeting. All **reports** that should have been given will be on our website for your perusal and comments (it would be lovely to receive some feedback!) if you are unable to access the internet and wish to read them please contact either James or myself with your address, which you would like to see, and we will mail them out to you. We should be able to ratify them in October.

Our **meets** are also being impacted by the necessary restrictions on our lives and further cancellations may be needed. In any case it is advisable to contact our meets leader, Mick Cooke to check – details on your membership card.

On a happier note the committee reports are very positive in this our 60th year. As has been mentioned before we are very proud of our longevity and all the research that has gone into 60 years of our British Mining Series. Although there is a lack of a monograph as I write this the memoirs are filling up well. We have also produced a **magnetic bookmark** to mark the special anniversary of our Society which will be sent to all members with the next BM.

At our AGM we should have voted for our elected committee positions. There were no other nominations and although not formally elected all but one are prepared to continue in position until such a time as the elections can formally take place. We did manage to have a well attended committee meeting at the beginning of the year when life was normal. At that meeting I explained I would be **resigning as President** as from December 31st 2020 believing it time to have a fresh face taking over. After all I will have been in post for ten years. Needless to say I hope to continue as Publication Officer. In the interim, Malcolm Street, as Vice-President will be taking over on January 1st 2021 but at the present time cannot commit to taking over long term. If any member wishes to be involved in the position of president please contact our secretary James Cleland, or myself for the President`s suggested job description. It would be good to have a new face involved and we are a friendly bunch. Our PRO, Graham Topping, has offered to arrange the two indoor meetings for 2021 which is a help.

We were sorry to hear of the **death** of Donald Dalton of Leyburn and pleased to **welcome the following new members**

Prof Andrew Barclay	Scotland
Mr Callum Burns	South Queensbury
Ms Laurie Jones Chapman	Virginia, U.S.A.
Mr Eric Duston	Scarborough
Mr Wayne Halsey	Launeceston
Miss Alice Hanby	North Yorkshire
Mr Michael Hoe	Doncaster
Mr Emrys Hughes	Wrexham
Mrs Jane Iwanicki	High Westwood County Durham
Dr Martin Johnson	Tyne & Wear
Mr Thomas Jones	Richmond
Mr Andy Pix	Gijon Spain
Mr Jeff Roden	Flintshire
Mr Paul Smith	Derbyshire
Mr Joshua Southward	Lancashire
Ms Andrea Taziker	Manchester
Mr Steve Walker	Guisborough

Cont.

Another piece of good news is that one of our founder members, **Caleb Wade,** now an honorary member celebrates his 90th birthday on July 31st. Congratulations and all at NMRS send him our best wishes.

Just before our enforced but necessary lock down we were very fortunate to receive a **donation of books** from David Hargreaves. Some will be going to Sallie for the library, others for resale. We really appreciate these acts of generosity. A look at our publication section on our continually expanding website demonstrates how donated books are helping us spread the word to a wider audience than previously. Please don't forget that to benefit from members` discount books have to be ordered via the members` area. As I write this we do not know when life as we knew it will return to normal but in the meantime Malcolm has "hidden" books that necessitate a visit to a post office. These will reappear at some point.

Members who have attended our recent indoor meetings have benefited from being able to purchase pre-owned and still in print BMs in the A5 format for £4 **each.** With the postponement of the AGM I am prepared to extend this offer to all members. Just email me stating which BMs you are interested and if you wish to pay by cheque or PayPal. I will let you know if available plus postage at cost and if paying by cheque will send out with invoice. If paying by PayPal Malcolm will kindly generate an invoice for payment. In both cases we will need your address. All books are in very good condition and we appreciate their donation over the years. If sending a cheque these will not be deposited until I can go out.

Finally I am sure there is no need to remind you of our Government`s words
"Stay home > Protect the NHS> Save lives"

Barbara Sutcliffe. mansemins@btopenworld.com

Meets for 2020 and Coronavirus

In view of the current crisis surrounding the Coronavirus outbreak, and to comply with Government regulations, the decision has been made to cancel all underground meets planned for this year. The 2 possible exceptions are. The trip to St Aidan's Drag Line, re-scheduled for September and the Coniston Coppermines trip in August. However both these trips will depend on whether the leaders feel they can go ahead.

It is therefore IMPERATIVE that any member wishing to attend these meets contact the leaders to confirm they are going ahead. All contact details are located on your membership card.

Mick Cooke. Meets Co-Ordinator.

New items added to the website, and some you might not know about.

Accident & Disaster reports - an ongoing project, although around 400 have been added so far from information supplied by Ian Winstanley and the Coal Mining History Resource Centre.

Obituaries of members of the Institution of Mining and Metallurgy 1892-1968. Sounds a bit morbid maybe, but these are really life stories of mining engineers around the world. Both these can be found on the Resources page together with many other items. https://www.nmrs.org.uk/resources/

In the members area are a number of documents given to us by Ian Winstanley which will ultimately go onto the public part of the website.
Members may as well have the benefit of these until that time.

There are also photographs, mainly underground, of Bold Colliery; these are arranged in a gallery which allows you to zoom in to see details.

Also copied here, with the permission of Graham Carr, photographs of Parkside Colliery.

Malcolm Street. Web Master.

North Pennine Mineral Expo

Quite a few of our members were looking forward to this event. However the organiser, Enrico Rinaldi, has taken the sensible decision to cancel it for this year and postpone the event until 2021 when it will take place on the weekend of 24th & 25th of July. Enrico is himself in St- Marie-aux- Mines while members of his family are in Italy. As one of our enthusiastic members, Jean Thornley, has said it will give people longer to consider and take photos for the photo competition held each year. In 2019 it was our members who scooped the awards! Needless to say Rex and I are already looking forward to the event.

Barbara Sutcliffe.

THE DEAN WOOD RAILWAY

After seeing the article in the August newsletter about the Scottish Wooden Railway. I was reminded of the railway much nearer home in Dean Wood, Orrell, near Wigan.

Introduction

Dean Wood lies about a quarter of a mile to the west of the M6 motorway at Gathurst and runs roughly SSW from the River Douglas, towards Upholland. It is a beautiful place to go for a walk, particularly in Spring, but expect mud, particularly at the north end. It is best approached from Gathurst on the path on the south side of the Southport railway line. It spans the deep, narrow valley of Dean Brook, which has cut down through coal-bearing strata, exposing the Orrell Five Feet or Smith Coal, which would have been a very early candidate for mining, being of superior quality. `Day-eyes' would have been driven into the outcrop and coal would have been fairly easily extracted, long before the Industrial Revolution, for purely local use: this was an agricultural area back then. By the 18th Century, Liverpool had grown on the sugar cane and slave trade and created a growing demand for coal. This prompted local landowners with coal reserves to cash in on their assets and work their coal for sale to Liverpool. This prompted the creation of the Douglas Navigation in 1742, as far as Wigan, and later the Leeds and Liverpool Canal, which here ran parallel to and just north of the river. The waterways would have provided easy transport for coal, once loaded into barges, but it still had to be extracted from underground and moved to the nearest wharf. In the 18th Century, the north end of Dean Brook marked the boundary between land belonging to the Leigh family to the west and that belonging to the Jackson family to the east. Further south, the Holme family owned land on both sides of it. By the time the Douglas Navigation was created, Alexander Leigh was mining coal on his estate on the west side of Dean Wood and in 1748 constructed his own wharf on the Douglas Navigation at Dean Brook. How the coal was transported to it is not known (but see below). Meanwhile, Michael Jackson had been mining coal under his Orrell House estate, on the east side of Dean Wood, initially taking it by road to market, later also to the Douglas Navigation at Gathurst. The Leeds and Liverpool canal reached Dean Lock in 1774, causing a sudden interest in the local coal reserves from outside the area. Both in Liverpool and Bradford there were businessmen who saw the potential and in 1776 Michael's son John Jackson leased the coal to Henry Blundell and partners. A Liverpool newspaper advertisement of 1st November by them claimed that they had constructed a railway down to the Douglas: however, over on the west side of Dean Wood, Holt Leigh, the son of Alexander, had leased the coal on the Dean Estate in January 1775 to John Longbothom. Mentioned in the lease are running powers over the “wooden railroad from Jackson's Colliery down Dean Wood to the canal”, so the railway must have been in existence for some time before the arrival of Blundell and partners.

The Railway

According to Baxter, this ran from the canal at Dean Locks south to old pits at Dean House and near Holland House. It was a very early line, probably the first in this area, and he suggested it was a wooden railway. Lewis also refers to it, stating that it was owned by the Holme family and was almost certainly eighteenth-century. Anderson refers to it as the Blundell-Jackson railway and gives a date of 1776. By the time the 1846 OS map was produced, the line had disappeared, except as a track in places. The line, as described by Baxter, follows Dean Brook up the valley for about one and a half miles from the River Douglas. The wharf at the end of Dean Brook, where it joins the Douglas, is still visible, with stonework on either side of the stream, about wide enough for a barge. Southwards from here the line is mostly invisible until grid ref 534 071, where an abutment on the east bank and stonework in the stream indicates that a bridge would have existed. At this point a very obvious incline runs straight up SSE onto the current field level, where it disappears. The area beyond corresponds to the location of Jackson's Orrell House Colliery. When this coalfield was being worked, in the 18th Century, by very short-lived shallow shafts - the coal is only some 40 feet below ground - it was part of the landowner's conditions that the land be returned

fully back to agriculture afterwards. For this reason there are no traces whatever of the former extensive workings, outside of Dean Wood itself. Back down in the valley, there are intermittent visible remains upstream from 534 071 southwards as far as 527 058. Apart from the presence of a formation, which often forms the footpath, usually on a ledge or an embankment, but at one point (532 067) in a very distinct curved cutting, there are no obvious signs that this has been a railway. However, on closer inspection, neat rows of worn cobbles may be found here and there, running in lines at right angles to the direction of the line. These are formed from flat stones, set on edge and have very distinct ends, indicating that they would have been laid between the wooden rails, which have long ago disappeared. The length of these rows is consistently 2 feet, which would correspond to the track gauge used. At first sight, this appears very narrow for a coal-carrying railway, if one thinks of those on the Tyne. However, according to Lewis, this would have been a `Shropshire' railway, copied from those around Ironbridge, where the wooden rails ran straight out from underground, via adits and down to a wharf on the River Severn, often via an incline. The size of the wagons and the track gauge would have been restricted by the size of the workings. According to Lewis, the rails would have been about 3 inches wide by 4 inches high, with sleepers spaced from 18 inches to 3 feet apart. However, this is inconsistent with the presence of the cobbles, which presumably were laid to enable the use of horses: instead it appears to have been a `double way' whereby two sets of rails were used, with one pinned on top of the other. This would then give enough height for the rails to stand above the cobbles, themselves laid on top of the sleepers and allow for easy replacement of the top rails only, as they wore out. In many places it can be seen that the track has been ballasted with coal slack, as suggested by Anderson: when these mines were worked, only lump coal was easily saleable, so the slack was often an otherwise useless by-product. In fact, at the north end, this thin layer of slack is sometimes the only clue to the likely route of the line. The best-preserved section of the line currently visible is at 532 068 where there appears to have been a `pass-bye' or passing loop. Here there are two lines of cobbles separated by a gap of 2 feet, showing that the wagons or tubs would have been of quite restricted width, not much more than 3 feet, confirming that this was a `Shropshire' railway. Nearby are ruins that could be the workshop and stables mentioned by Anderson. There is evidence of another `pass-bye' visible at 531 065: it is possible that the whole line was double track, but only archaeological investigation would confirm this: the curved cutting is certainly wide enough. Towards the south end of the line, at 529 061, there is another obvious incline branching off WSW, which nowadays leads up onto Dean Wood Golf Course. Beyond this the route and its destination have been lost to agricultural restoration: however, Dean House and Holland House are both nearby. The continuation of the line up the valley seems to end some distance beyond the incline in an area of low spoil heaps and shallow depressions, with some wall footings visible at 528 059. Anderson suggests a pumping engine was located somewhere in this area. The line crossed the stream several times in its journey up the valley, but apart from at 534 071, no trace remains of any bridges, which would probably have been timber anyway: whole sections of the line itself have been washed away in places, in the 200 years plus since its closure.

The Mines

The original coal worked was the Orrell Five Feet, or Smith Coal, which lay under a thick bed of sandstone. This latter can be seen outcropping up the valley in places: the day-eyes that would have worked the coal under it have collapsed and resulted in fracturing and movement of large sections of rock. At 532 069 it occurs by the path, where there is a waterfall and here two passages lead off, which were explored by WECEG and appear to be early trials, looking for coal. 190 feet below the Orrell Five Feet lay the Orrell Four Feet, better known elsewhere as the Arley, another superior quality coal. As the Five Feet became worked out, this lower seam was also worked: shafts to it can be seen here and there in Dean Wood. At this depth, water was a problem and Newcomen pumping engines had to be used. Orrell House Colliery was drained by a sough to the Douglas, which still functions: a good flow of water emerges from a shaft near the river at 533 077. After Blundell took over Orrell House Colliery and the coal within it was worked out, he then opened his Chain Colliery on land immediately to the south, and used the abandoned workings and sough as a pumpway for water raised from Chain Colliery by a Newcomen engine. As mentioned, there is no trace of any of the workings on agricultural land, but SW of Dean Lock, Ayrefield Colliery was being worked

by John Longbothom in 1774, working the Four Foot coal. Nothing remains of it on cultivated land, however at 528 073 a well-preserved open shaft, about 5 feet in diameter and about 10 feet deep exists in the adjacent wood, complete with a Coal Authority fence. It is neatly lined with stone and would be typical of the many that would have existed in the 18th Century, now backfilled and hidden under fields. Nearby are several collapsed day-eyes, with the route of the later tramway from Crisp Delph, above Roby Mill, running past. This has partially obscured the original railway that ran from Ayrefield Colliery down to the Douglas, but it can be picked up lower down the valley, running on a low walled embankment, heading straight towards Alexander Leigh's wharf. Across the valley from Ayrefield colliery are several collapsed day-eyes, in a line from 529 072, where a well-preserved example exists, following the outcrop of the Five Feet down towards the wharf. Over such a relatively short distance, such early workings would probably have used horses and carts to bring the coal down to the river.

Conclusions

It is at first sight difficult to understand why such a restricted wagon size and track gauge were used, given that, according to Anderson, the local collieries were worked from closely-spaced shafts, up which the coal would have been raised in baskets, with underground transport performed by sledges, over short distances. Smaller wagons would perhaps be easier to handle and possibly over the short distance to the river, capacity was not a problem: apparently there were 13 wagons at Orrell House Colliery in 1780. However, also mentioned in the lease from Holt Leigh to John Longbothom are two day-eyes, so a picture is emerging of the possible reasons why a `Shropshire' railway was built. The workings accessed up the incline in the area of the modern golf club, on Holme's Holland House estate, would have been on the Four Feet, which unusually here is very shallow, outcropping just to the west. It is quite possible that the workings would have been accessed by day-eyes here, hence again the choice of a `Shropshire' railway. It therefore appears that the Dean Wood railway was built initially by the Holme family, to access their coal towards the south end of Dean Wood. It must have been built in conjunction with the Leigh family, as the route runs from Leigh's wharf mostly on the west side of Dean Brook, on Leigh land. It also served mines on that side: there are many workings on the Five Feet outcrop on the west side, with a possible incline running up SW from 532 069 and a possible day-eye at rail level just to the west of the foot bridge at 531 067. Also, the running powers mentioned in Longbothom's lease suggest some kind of collaboration, but here the line is referred to as `the railroad from Jackson's Colliery'. It could be that all three families were involved in the line's construction, but by the time Longbothom then Blundell came along the line had been taken over by the Jacksons. At the time the Leeds & Liverpool Canal was extended to Wigan, in 1776, a memo from the Liverpool Committee of the canal refers to the `Waggon Roads from Mr Jackson's Colliery and also one from the Ayrefield Colliery'. (This was in the context of these being extended by means of new bridges across the Douglas, in order to access the newly completed canal.) It is puzzling nowadays to see why there was a Jackson connection with the line, as beyond the incline up to Orrell House colliery, which is very near to the start of the line, there are no visible signs of further links to the east, nor even of any day-eyes on the Jackson side. These could, however,

have been obliterated by agricultural restoration. It appears that when Blundell arrived, the partners built a completely new line from Orrell House, to replace a route that has since disappeared, which probably connected to the Dean Wood line further south. This new line ran down the incline and alongside or on top of the existing line to the wharf, in which case it would not have needed to be constrained in either gauge or wagon size. Again, perhaps, archaeological investigation would provide answers. In conclusion, this railway has not received the recognition nor appreciation that it deserves: in fact when the local authority improved the footpath that runs along it recently, some features were destroyed in the process.

References:

Stone Blocks and Iron Rails: Baxter: David & Charles: 1966.
Early Wooden Railways: Lewis: Routledge & Kegan Paul: 1970.
The Orrell Coalfield, Lancashire 1740-1850: Anderson: Moorland: 1975.
Geological Routes Around Wigan: Grayson and Williamson: Wigan & District Geol. Society: 1977.
Blundell's Collieries, The Progress of the Business: Anderson: Transactions of the Historic Society of Lancashire & Cheshire, vol 116. (available on-line at hslc.org.uk)
Blundell's Collieries, Technical Developments 1776-1966: Anderson: Transactions of the Historic Society of Lancashire & Cheshire, vol 119. (available on-line at hslc.org.uk)
(WECEG was the Wet Earth Colliery Exploration Group, now defunct)

David Turner. {Member}

The former "Bucket Pumping Engine" at Byreburnfoot in the Canonbie Coalfield.

The engine was designed by Mr. Keir of Milnholm who was a Factor for the Duke of Buccleugh. It is described in the Old Statistical Account of (1795):

"The coal here is wrought by a water engine upon a new construction, the invention of Mr. Keir of Milnholm. It is moved by means of a large bucket, of a square form, suspended from the end of a lever, having a valve at bottom in the centre, which, by machinery, is made to shut and open in the instant of time the bucket should fill and empty itself. The other end of the lever is fixed to the pump, spear, or rod; and by the continued action of the bucket descending and ascending, filling and emptying in the water it contains, which is of such weight as to make the beam preponderate, the pumping is carried on, and the coal pit cleared of the water collected below. As the principle upon which the engine is constructed, is known only to the ingenious inventor, who it is reported, means to take out a patent, a more particular description shall not be attempted"

Pumping was probably abandoned when subsidence caused the Byreburn to flood the nearby mines, in the 1830s (?).

Geological map: https://archive.org/stream/transactions1118nort…
Location: https://maps.nls.uk/geo/explore/…

Alistair Lings {Member}.

Bringing back memories

The front page of our February newsletter brought back memories for me. It was from an early issue of our newsletter in 1963. The name that caught my eye was R.S. Harker, and the fact our Society had a mineral collection . Was this the collection that Earby Mining museum had before closure when the contents went to the Dales Museum at Hawes?

Back to Roger Harker, who sadly died at an early age. It was he who encouraged several mineral collectors to join our Society and in the 1966 list of members the following had joined: Geoffrey J Lane (a member until he relocated to Nashville), Norman Lupton (no longer a member but visits the Weardale Expo and still purchases some of our Publications), Ralph A Sutcliffe (whose membership I took over in 1986) and Dave Nicholls joined soon after and remains a member. It was with Roger we took part in one of the very early mineral shows in this country, at the Rembrandt Hotel, London, sharing a stand in case it was a disaster - it wasn't. Happy days all prompted by a photocopy from the past.

Barbara Sutcliffe.{Member}

Clockwise from top left: Hesketh power house, Hesketh Headgear, Platt winding house and Headgear, Institute Headgear and winding house, chimney, boiler house, Lamp House, Locomotive shed, and the Walker fan drift in the centre.

Hesketh Power House – Air compressor built by Alley & MacLellan of Glasgow

Hesketh Power House – Walker Horizontal Reciprocating Steam Compressor Engine (relocated from Sutton Manor Colliery)

CAN THE HESKETH BE SAVED.....?

Hesketh Winding House and Heapstead

The Hesketh Head Gear and Hesketh Steam Winding Engine. At It's instalation in 1914 the engine cost just over £5,000. Since then it has been used to draw around 24 million tons of coal from the shaft bottom as well as for the transportation of men, materials and waste. However, the atmosphere of the Engine House and the responsibility of the engine man is something that can only be pictured today.

Statistics.
Made by Worsley Menses lromnakers, Wigan 1914.

Brakes made by Andrew Barkley, Scotland.

Horse Power 500.

Diameter of cylinder and Piston 36 inches (9l .4cms).

Engine Stroke 6ft (18.2m).

Bicylin dro-Conical Dror 10/20in diameter (3 to 3.6m).

Steam Pressure (Superheated steam) 163 lbs per sq.inch.

Maximum speed 42ft per sec (12.8m).

Main bearing diameter (white metal) 20 inches 52 cms.

Crank bearing (white metal) 10 inches (25.4cms).

Depth of shaft 640 yds deep (585.2m).

Brake linings 161: x 10314 ins external. (4.8m x 27.3 cms x 2.5 cms).

Winding Rope lock coil galvanised steel strands 41mm diameter.

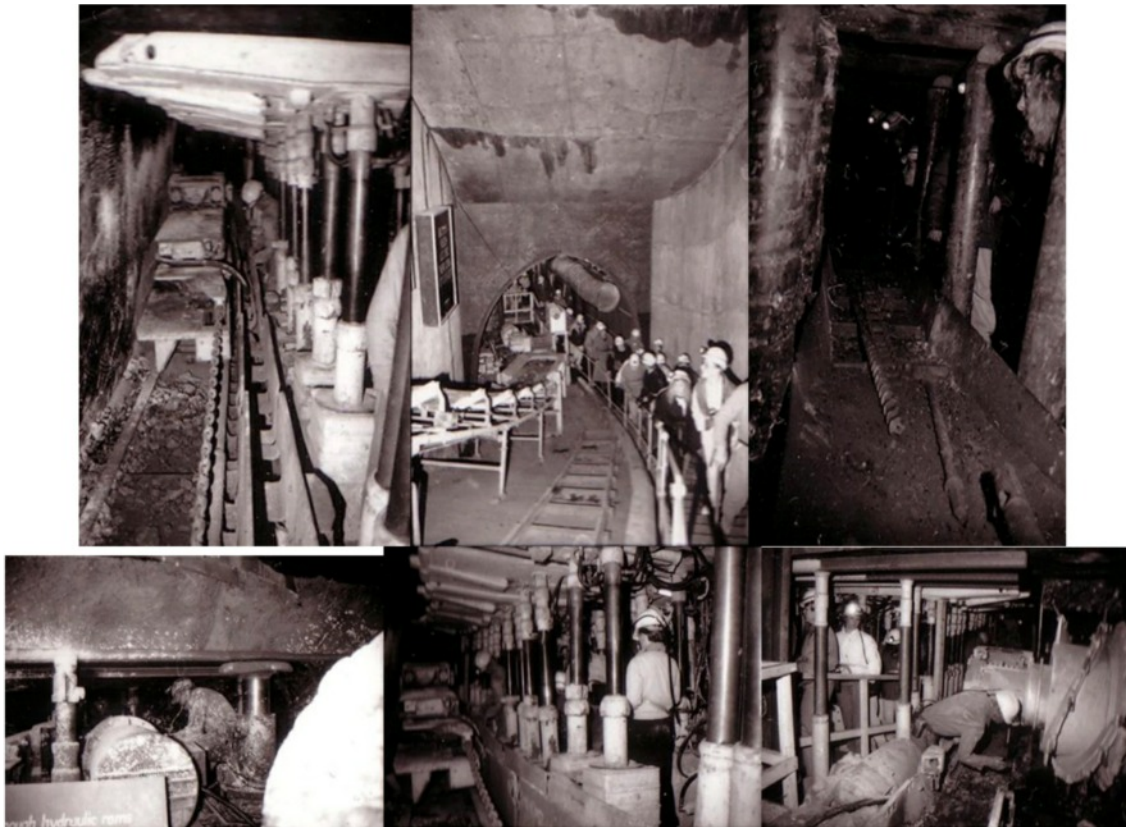
Safety Devices. Electro — Pneumatic steam safety controls.

Speed at landing during man riding to a maximum of 45ft per second. It also prevents over winding at all times.

Total weight of cage 3 tons. Mine car 16 cwts Tare.

Mine car capacity 28 cwts (30 cwt car).
total load approx 12 ton (11 ton 8 cwts)

History
The coal seams in the Chatterley Whitfield area may have been worked from the medieval period but large-scale extraction began in the C19, particularly following the opening of the Biddulph Valley Railway line in the 1860s and the formation of Chatterley Whitfield Collieries Ltd in 1891. By the early C20 the mine workings were focused around four shafts – known as the Engine Pit, Middle Pit, Institute Pit and Platt Pit. The 1910's saw signifi-



This is how it looked in the museum days 1986 to 1993.

cant investment including the construction of the new Winstanley shaft in 1913-15, which superseded the adjacent Engine Pit and served the workings of the Middle Pit. Soon thereafter in 1915-17, the Hesketh shaft was sunk in the South-Eastern part of the colliery to serve the much deeper coal seams than those worked by the other shafts. The winding house to the Hesketh shaft was constructed on the north side of the shaft in 1915. It contained a Worsley Mesnes Steam Winding Engine built in 1914 and a winding cable drum of 1923 which replaced the original parallel drum. The engine could raise four mine cars (1.5 tonnes of coal in each) in a double-deck cage fifty times per hour. After 1925 a five-bay power house was added to the north side of the building to produce electricity and compressed air; the latter was used extensively to drive machinery such as coal cutters, conveyors, drills and haulage engines. This was extended by a further three bays prior to 1962. To the east was a boiler house containing five Lancashire boilers which produced steam for the winding engine as well as for a variety of other uses around the colliery. The boilers originally had automatic coal stokers and elevators, though these were eventually abandoned and they were subsequently hand fired. The boiler house and its chimney were demolished prior to 1962 and their cooling ponds have largely been filled in. In the second half of the 20 centaury the steam-driven winder was superseded by an electric winder installed in its own building (demolished 1976) in front of the Hesketh winding house.

By 1928 the colliery employed 4402 men including 249 boys under 16 of age. Following a contraction in production during the labour unrest of the 1920s and the depression of the 1930s there was renewed investment in the site including the mechanisation of underground haulage and the construction of new office accommodation and a pithead baths complex. In 1937 the colliery became the first to produce over one million tonnes of coal in a single year. It did the same again in 1939. In today's money this relates to approximately fifty five million pounds.

This is what the “Urban Explorers” saw in 2019.

The colliery was nationalized in 1947. Starting in the 1960s production gradually declined and in the 1970s it was decided to work the remaining reserves from the nearby Wolstanton Colliery. A tunnel was drove to link the two collieries. The ever reliable Hesketh Winder started to show its age and was replaced by an electric winder. Before it was decommissioned the winding of coal, men and materials was recorded in a twenty minute audio presentation. It was introduced by Sid Boulton and was recorded on the 5th October 1975 a few weeks before it ceased winding. He stated that the maximum number of tubs drawn up in a twenty four hour winding period was 1320 coal and 150 dirt. Production

finally ceased in 1976-77 after which the site was opened as a museum two years later. This ensured the survival of the buildings and site but the museum closed due to financial difficulties in 1993.

Hesketh Heapstead

When I acted as a guide on the Heritage Open Day on 13.9.2014, I tried to set the scene and explain in words what the place would have been like when it was working. I have done some more reading, as you do and found this information. In the early 1900's Whitfield was drawing most of it's coal from the Institute shaft, but having to go out well over a mile to get to the work face. There was a need to sink another shaft to get better access to the coal below, so in 1914 work began on the Hesketh shaft. It became operational in 1917 and during its working life 24 million tons of coal were extracted. The last coal coming up the shaft in 1976.

The shaft was 1900 feet deep and when coal was being hauled up and down the shaft it took 46 seconds. When they were taking the men up and down the speed was slowed a little and they took 70 seconds. 24 million tons were extracted, but only at a rate of four mine cars per lift. So every time they hauled coal from the pit bottom they only raised 6 tons - 4 mine cars at a time in the cage. So there would have been at least 4 million mine car movements around the processing plant. I say at least, because I can not find a record of how much waste would have also been wound up the shaft.

WHAT IS GOING TO HAPPEN IN THE FUTURE?

When the site was abandoned in 1993 most of the saleable items were disposed of in a controversial auction in 1994. The Hesketh Winder and the Midlands Electricity Board Exhibition area was left as is. The mighty Hesketh Winder was covered in oil to preserve it and covered over with black sheeting. Only problem being they used the wrong oil so it has started to rust.

The Friends' of Chatterley Whitfield, which is a charitable organisation can not gain access to building due to the reported high levels of asbestos. But as you can see from the copyright on the photographs, Urban Explorers have been in and done a good job of recording what they have seen. The down side is when the council removed the twenty four hour security with CCTV cameras untold criminal damage has been caused on the site. The Hesketh has suffered more than most, with the majority of it's window being smashed and even a window frame has been ripped out.

OBJECTIVE

*The object of the CIO is to advance the **education** of the **public** in the **history of mining** at the former Chatterley Whitfield colliery by the **demonstration of mining methods** and the **exhibition of machinery** and **ancillary matters** connected with **mining transportation, social conditions** and **industrial archaeology** and in such other ways as the trustees consider appropriate"*

CHATTERLEY WHITFIELD 18 95 FRIENDS

Vision 2020-2025

2020 AND BEYOND....

MISSION STATEMENT:

"To archive, share and preserve memories and practices of our coal-mining heritage through active participation of members, associates and the community working in unison"

VISION STATEMENT:

"Grow to become a leading Heritage site within Stoke- on- Trent and the UK, which will educate and involve people in preserving the cultural importance of coal-mining for future generations".

CAN THE HESKETH BE SAVED?

Well it is Grade 2 listed and looked after by Stoke City Council, who have done nothing to preserve this site. So we, The Friends of Chatterley Whitfield have decided it is time do to something about it. "I think its time to spread the word"

Editors Note.

The Friends of Chatterley Whitfield, are organizing restricted guided tours of the site throughout 2020. So if you are interested in a visit please contact them via there website to make arrangements. Early booking highly recommended to avoid disappointment. Site access is not allowed without pre booking.

Nigel Bowers. {Chairman. December 2019.}

Social Media Contact.....
www.chatterleywhitfieldfriends.org.uk
www.facebook.com/ChatterleyWhitfield
www.twitter.com/chatt_whit

BOY MURDERED IN COAL MINE

I found this rather disturbing report from a colliery in Oldham and to say that it's inhumane is an understatement. However, having looked a little into the events around this time period it isn't entirely shocking in context but is certainly goes to show how brutalised certain sections of society were. I was put on to a publication entitled ; ' Class struggle and the Industrial Revolution' By Foster. It's a fascinating read, politics aside, and goes onto describe the conditions in three separate locations; Oldham, Northampton and South Shields as they went through the transformation of Industrialisation. Oldham was certainly a wild place at times, as was much of Lancashire. The following is a short heartrending window into the tragic end to the young life of a poor vulnerable child.

MANCHESTER COURIER AND LANCASHIRE GENERAL ADVERTISER APRIL 8th 1843

OLDHAM. MURDER OF A BOY AT CROMPTON

Thursday evening last, Thomas F. Dearden, Esq., coroner of Rochdale, and a respectable jury, held an inquest at the Slater's Arms, Doghill, Cronyston, Oldham, on view the body of a boy of seven years of age, named Robert Greaves, who there was great reason to suppose had been murdered. The following witnesses were examined:—Mr. James Whittaker Shaw, surgeon, deposed,—saw the deceased in bed on Monday—he seemed rather insensible. There was no wound about the head, but many marks about the ears, and left check, as if he had been bitten. He died Tuesday forenoon. He had made examination of the body. The lower part of the body on one side, was much discoloured—the left arm was much swollen—he had found considerable effusion of blood near the scalp and frontal bone. There was no fracture of the skull; the boy had been evidently wounded a violent blow by lsaac Schofield, aged 15, deposed: worked at the same colliery as the deceased—it was Clough colliery, belonging to Messrs. Joseph and Thomas Mills. There was girl, Esther Mills, who worked in. the pit with the witness. Had seen the boy in custody, Edmund Mills, throw a piece of coal at deceased Friday last in the pit. The deceased had just before fallen down and hurt himself. One time when he was hurt he had crawled home on his hands and knees a quarter of a mile.

When the deceased got out the pit on Friday, and just after he had fallen and been beat by the prisoner, and when his face was bloody from these injuries, his own mother, who was there beat the deceased with piece wood, taken off coal tub. On a further examination the witness contradicted himself very much.

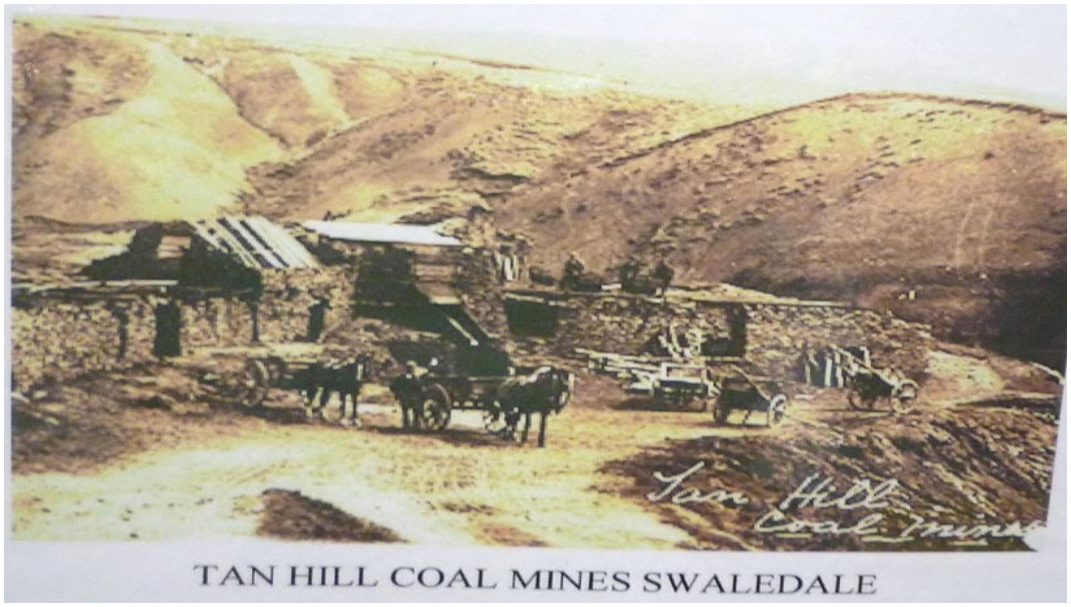
Martha Schofield had heard the deceased say the prisoner had struck him in the pit, with a stone and wounded him on the head. Mary Chadwick deposed that the mother of the deceased had carried him on her back to and from his work, at the coal pit. for three weeks, owing to his sore feet, and yet the boy somehow had contrived to work.

The witness Schofield, on being recalled, acknowledged that she was afraid of telling the truth from terror of the prisoner and his father, under whom he worked. There appeared considerable reason to believe the witness had been tampered with by the prisoner's father, Edmund Mills, who was called in and censured in very proper terms by the Coroner. The jury being unable, owing to the contradictory nature of the evidence, to fix the guilt of the offence on the real offender, returned verdict to the effect that the " Death was produced by mortal wounds, by which he was killed and murdered, by whom is unknown."

Why was the Jury so lenient? One would think it obvious who had caused the offence. Perhaps they were anxious not to cause any further loss of life by finding the lad guilty of a capitol offence?

In the same paper there was the report again in an Oldham colliery of an explosion;
"On Tuesday afternoon last, there was a serious explosion of fire damp at Pit Bank Colliery, nr Oldham owned Mr. Jesse Ainsworth. Eight miners, men and boys, were severely scorched. The affair was entirely accidental".

Submitted by Rossendale Collieries. {Member}



TAN HILL COAL MINES SWALEDALE

Tan Hill Coal Mine Information?

When I was scanning through my computer I came across this old photograph. I am pretty sure I did not get it from any of my mining books. To be honest I have no idea where I have got it from? It appears to be very old. This mine would have been owned by one of my ancestors William Scott. Have any of the members come across it before? Information via the editor please?

Ken Longstaff. {Member}

Information required on this unusual tipping arrangement?

I have a large collection of photographs and models of Leyland, Albion and Atkinson trucks. I am in the process of researching and cataloguing all the different truck variations from the above manufacturers. The one in the photograph is a Leyland four-wheeler I believe. The tipping arrangement is very unusual and I have never seen another one from any truck manufacturer like it. I have been told that it was adapted from an agricultural usage although this has not been proved. It dose look like it was designed and built for Bradford Collieries for a special application. If you have any information on the following it would be mush appreciated?

a. What is this tipping arrangement called?
b. Who manufactured it?
c. When was it made?
d. How did it work. Hydraulics or screw?
e. Why was it made?
f. Is the wagon defiantly a Leyland?
g. If you know of any other unusual tipping configurations please contact me.
h. Is it possible to access any purchase or maintenance records from Bradford Collierys?

Also if anybody has any experience of using one or knows of someone one who has. I would love to hear from you?

J.A.Smith.
{Information via the editor}

The Fourum Singers.

I would like to make members aware of the below group who are all retired teachers who now sing songs about Swaledale. They are a charity and have a Web site. They are well known in Darlington and have sung at Muker show. I think members will be as surprised as I was about their knowledge of Swaledale and its lead mining links. My knowledge of lead, silver, copper and coal mining is neglible but I do have several ancestors who were involved around the Swaledale area.

I have an ancestor who worked in the copper mine at Melsomby, and one who owned a coal mine at Tan Hill. Two of them are in a well known photograph outside the Nut Hole mine in Arkengarthdale. Also another in Canada who has an ancestor who owned a smelt mill in Swaledale. I also have an ancestor who nearly died of lead poisoning in his foot when working in the Prys level below Hurst. He had to be taken to hospital by horse and sled during a violent snow storm.

As readers will no doubt realise I am mainly interested in family history which I have being doing for 60 years. The Fourum have one song about the lead miners at The Old Gang Lead Mine above Reeth and the loss of jobs due to cheap lead imports from America. Also, how they had to move to the woollen and cotton mills in Lancashire for work. One fact I did not know was by law one had to be buried in wool. They also mention a relative who is part of a well known Barker mining family.

I personally have bought 4 lots of 3 CDs and one of their books on Swaledale. I have been in Warwickshire since 1954 and they bring back happy memories as I tap along with my feet to the music.

Ken Longstaff. {Member}

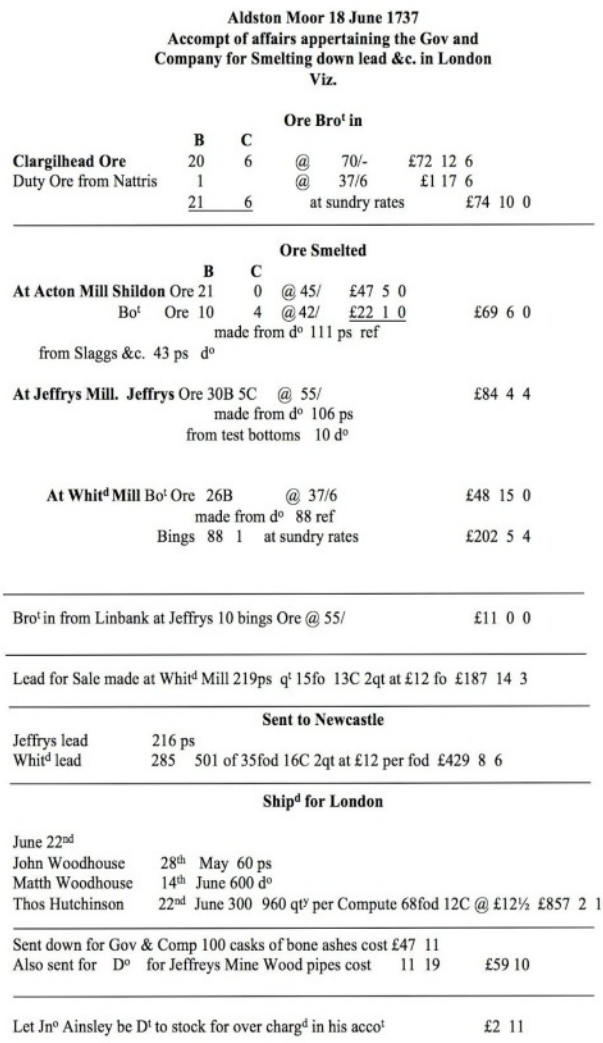
A Members Notes, Activity's and Interests.

Whilst exploring the lead mines in the Nenthead area I found miners' graffiti and decided that I wanted to know more about these men and their families. This led to me transcribing many documents, the first being the "Northern Mines Report Book 1806-1820" of the Governor and Company for Smelting Down Lead with Pit Coal and Sea Coal (more commonly known now as the "London Lead Company" LLC). This document gave a detailed account of work carried out in the Nenthead, Weardale and Teasdale mines.

Having completed this task, I then went on to transcribe the Court minute books of the LLC. These cover the period 13th October 1692 to 21st November 1899 and are numbered 1 to 37. Book 2 of the series contains the minutes of the "Royal Mines Copper" which was incorporated into the Governor and Company in 1704. There are also two half-yearly minute books of the General Court, which cover the period 25th May 1731 to 30th March 1869 and are numbered 38 and 39.

These volumes are held at the library of the North of England Institute of Mining and Mechanical Engineers, Neville Hall, Newcastle upon Tyne. This transcription took approximately two years to complete, and although it enabled me to learn a great deal about the company, it did not give a great deal of information regarding the miners and their families.

The last few years of the Governor & Company (LLC) are a bit of a mystery as the minute books stop after November 1899, the final minute book being missing. Some light can be put onto the situation if other documents are referred to such as the London Gazette, The Times Law Reports, the Hexham Courant and the records of the Crewe Estates. The last record I have found is in the London Gazette of 12th May 1911:



Aldston Moor 18 June 1737
Accompt of affairs appertaining the Gov and Company for Smelting down lead &c. in London Viz.

Ore Bro^{t} in

	B	C			
Clargilhead Ore	20	6	@	70/-	£72 12 6
Duty Ore from Nattris	1		@	37/6	£1 17 6
	21	6		at sundry rates	£74 10 0

Ore Smelted

	B	C			
At Acton Mill Shildon Ore	21	0	@	45/	£47 5 0
Bo^{t} Ore	10	4	@	42/	£22 1 0 £69 6 0
made from d^{o} 111 ps ref					
from Slaggs &c.	43 ps	d^{o}			
At Jeffrys Mill. Jeffrys Ore	30B	5C	@	55/	£84 4 4
made from d^{o} 106 ps					
from test bottoms	10 d^{o}				
At Whit^{d} Mill Bo^{t} Ore	26B		@	37/6	£48 15 0
made from d^{o} 88 ref					
Bings	88	1		at sundry rates	£202 5 4

Bro^{t} in from Linbank at Jeffrys 10 bings Ore @ 55/ £11 0 0

Lead for Sale made at Whit^{d} Mill 219ps q^{t} 15fo 13C 2qt at £12 fo £187 14 3

Sent to Newcastle

Jeffrys lead	216 ps	
Whit^{d} lead	285	501 of 35fod 16C 2qt at £12 per fod £429 8 6

Ship^{d} for London

June 22nd

John Woodhouse	28th May	60 ps
Matth Woodhouse	14th June	600 d^{o}
Thos Hutchinson	22nd June	300 960 qt^{y} per Compute 68fod 12C @ £12½ £857 2 10

Sent down for Gov & Comp 100 casks of bone ashes cost £47 11
Also sent for D^{o} for Jeffreys Mine Wood pipes cost 11 19 £59 10

Let Jn^{o} Ainsley be D^{t} to stock for over charg^{d} in his acco^{t} £2 11

LEAD COMPANY'S OFFICE.
28th April 1911. NOTICE is hereby given, that a General Court of the Corporation of the Governor and Company for Smelting Down Lead with Pit Coal and Sea Coal will be hold at the Company's office, 9, Martin's lane, Cannon street, in the city of London, on Tuesday, the 30th day of May, at 12 o'clock at noon precisely, being a final General Court to receive and confirm the accounts and to authorise the Court to deal with the cash and remaining assets, and passing such resolutions in regard thereto as may then be determined on. —By order of the Court.

JOHN ELLIOTT, Secretary

In search of more information I turned to the Hexham & Alston newspapers: the Hexham, Courant, Hexham Herald and Alston Herald. From these newspapers I was able to gather a great deal of detailed information regarding the life of the miners and their families. I later extended my search to the Newcastle Chronicle, Newcastle Courant, Newcastle Journal, The Times, Mining Journal, London Gazette, Carlisle Journal, Carlisle Patriot, Durham County Advertiser, Teesdale Mercury, Northern Echo etc. The task grew when I discovered the degree of mobility of these extraordinary people, and I began a search of newspapers in America, Canada, Australia, and New Zealand. Using these sources, along with Parish Records, Wills, etc, I was able to trace the families of many of those miners mentioned in the press.

I transcribed all this information and made it freely available online, for 12 months, but the cost of doing so became too high so it is no longer available. I have also completed a number of projects: a study of the Dodd and Stagg families, the importance of silver to the survival of the L.L.C., and how important was the connection to Quakers for the development of the L.L.C.

The Parish Records of Alston, Garrigill and Nenthead were of great help and I used these to complete a review of statistical evidence relating to the mortality and migration of population in the Alston district in the 19th century, which attempted to address which factors affected the population size of the Alston district between 1831 and 1901? Was the age at death of lead miners in the Alston district less than that of the general population? Which factors affected the length of life of these miners? What was the average age at death of miners?

On various occasions I have nearly given up on this work but have continued largely due to the encouragement of my family and good friends Sheila Barker and Don Borthwick. Most recently I have completed a transcription of the "General Index from 1st January 1816 to 31st December 1868" of the LLC. A Raistrick refers to this as the "Index to the Letter Books". Currently I am transcribing the "Accounts of Mines & Mills 1737 to 1765" of the L.L.C.

Dave McAnelly. {Member}.

Nicknames in't Pit

Probably few industries compare with coal mining for the labelling of people with nicknames, few of them complimentary. But, once appended, they stuck. Their origins can be traced to physical appearance, mannerisms or even a job description. At the little, wet, Accrington mine where I did my early time, they abounded. At the bottom of the ladder was the man whose job was to empty portable toilets. His surname was a closely guarded secret, known to the district deputy and to the wages office; to the mass of us, he was "Shittub Len".

Some came in couplets. One working pair hauled steel props and girders down the face tunnels for the stone rippers and were of necessity tough, compact and strong specimens. One of them was a weight-lifter by persuasion and sported a truly magnificent physique, much admired in the baths and changing rooms. His partner had lost his teeth some years previously and inherited a large and badly fitting set of National Health Service dentures. These he rarely wore on shift. Despite this, he escaped the appendage 'Gummy' because a similarly afflicted collier already had that title. On Saturday nights, he scrubbed up, donned his suit and installed his teeth for his weekly appearance at the miners' club. Here he was spotted by a workmate who commented on the Monday day shift: "I saw you in t' club on Saturday. You 'had yer teeth in. I didn't know whether to send you a pint over or throw you a bale of hay!" From that moment on, he was christened "Haybag" and the steel-hauling duo became "Haybag and Samson."

Some names were accorded by locality. A nearby town was Darwen which had a couple of small working mines, so only a small overspill made it as far as Accrington. One such was known only as "Darwen Dick". Another close-by hamlet was Abbey which donated to Huncoat Colliery underground a man whose proclivities included only shaving at weekend, being casual about his personal hygiene, despite pit head baths, and never to be seen without a 'chew ' of tobacco in his mouth. This was "Abbey Jack" to whom you did not become close unless by necessity. At this time, I was a full member of the colliery first-aid team which enjoyed great success. The NCB promoted first aid, via competitions, to national level. Our mine group practiced after shift, three days per week and regularly represented the North Western Division at the all-country finals. An important part of the routine was artificial respiration of which there were three varieties. In the late 1950s, a fourth variant was developed. This was mouth-to-mouth, where you close the victim's nostrils using your forefinger and thumb, and blow hard down the throat to inflate the chest, then deflate it by strong downward hand pressure. As a learning tool, each team was provided with a life-sized plastic doll. To the disappointment of many, it was unisex, but ours was still labelled Monica. About two weeks into this new experience, one team member announced – jokingly – his decision to quit. On being asked why, he replied that knowing his luck, his first live victim would be Abbey Jack.

It is hard to imagine allotting a name according to the tools you use, but we had a duo who were coal face drillers. The standard hole was six-feet long, drilled first to three feet by a short rod, then to six feet by a long one. The team became "Long Rod and Short Rod" because of their height differential.

One of the more darkly humorous naming incidents in which I was involved centred around a night shift deputy (foreman) known universally as Black Dan. This was simply because unusually he wore a black helmet, a relic of days gone by. Some years went by before we discovered his real name under tragic circumstances. Now the main task on the night shift on a hand-worked coalface was 'cutting', whereby a long coffin-shaped machine drove an arm of mechanical picks under the coal to cut a slot which assisted blasting. Training was required to qualify for this task. It was known as 'getting your papers' and applied equally to filling, propping, ripping and blasting. Dan had not been cutter-trained. One night shift he gave an instruction with which the team disagreed.

One retorted, "You don't even have papers, you black b?????d!' The deputy rightly took offence and said they would all be reported to the mine manager. That meant that although the shift finished at six am, they had to wait for the manager's arrival at eight-thirty. Thus chastened, they assembled in his office. Having been briefed, the Manager opened the batting. "I understand you called the deputy a black b?????D." After a short silence, the actual culprit piped up, "Nay, it were no slight on your family, Dan, it were just a figure of speech." Fighting back his laughter, the manager passed judgement: an apology all around, no repeats and a fine of ten shillings each to be donated to Accrington Victoria Hospital. Sadly, Black Dan was killed in a conveyor accident some years later. His name was Leo Hartley.

So the names rolled. A young drawer with a perpetual discharge from his left ear, was Septic. Those whose unusual physical attributes were laid bare in the changing rooms, we shall leave for another day. One which will haunt me, however, was a six-foot collier whose timber I used to cut, really christened Gladys?

David Hargreaves. {Member}.

Museum of Lead Mining

We were happy to host the first meeting of the Southern Uplands Mining Heritage Organisation. 26 members attended. The Constitution, Organisation's Aims and Objectives plus Management Committee were all discussed.

We send them our best wishes for their future.

NMRS. Face book page.

Characters who worked at Wolstanton Colliery

The photograph (below) stored in the Chatterley Whitfield photographic archive, prompted the writing of these pages.

My work at Wolstanton Colliery started as an 'apprentice electrician' in 1969. Upon completion of my apprenticeship going on to become a Class 1 Electrician of the Mine and member of the Mine Rescue team. During those, years as a young man, I clearly recall many of the miners who worked at that place, indeed some were 'real' characters ! These pages recall a couple of pitmen, who were so well known and endeared by all those who worked at the pit, those many years ago.

Several years ago, a local newspaper, The Evening Sentinel, published a number of photographs to commemorate the retirement & long career of a Sentinel news reporter Peter Colbeck. A photograph titled, 'On the Record 1968' featured a then young Colbeck taken with a group of Wolstanton miners. Most of the men in the group worked underground on general duties, maintaining roadways, conveyors and rail track. One of the men standing centre (L-R 4th) can be identified at 'Mattie'. The photo below, was taken in the Wolstanton lamp room.

Peter Colbeck Mattie Polish Miner Deputy. **(1968)**

Mattie the Collier :

Not tall, a slightly built and nimble fellow, was indeed such a 'character', quite typical that he would be centre-place, engaging with the Sentinel reporter ! Mattie was a 'Geordie Miner' from the Durham coalfield and he spoke with a most distinct Geordie accent ! At the time of the photo, he would have been aged about 60.

Mattie was the only man at the pit who wore 'clogs', wooden sole leather boots with hobnail studs, you could hear him coming from any direction ! He wore knee-pads, an 'apron' of strong 'sacking material' and carried a Deputies stick. Mattie would not have looked out of place as a 19th century collier ! Leaving his false teeth behind in the (clean side) lockers room, he chewed tobacco 'twist' with his bare gums. During a conversation, it was a polite gesture to share a 'pinch of snuff' ! almost every sentence would be grammatically punctuated with a deadly accurate, target aimed ejection (spit) of tobacco juice ! (juice could not be swallowed, 'baccy chewing' was very common !). Mattie worked as an attendant of a 'staple shaft' 500 ton coal bunker, isolated and located at the very far end of a long main coaling conveyor roadway. During a full shift he might only see 1 person all day, a Deputy passing through on his inspection rounds. Examining the photo closely, Mattie carries almost a gallon of water, for the place where he works was one of the hottest parts of the mine.

Banter !

There was an old story,,, from the time of the **Napoleonic Wars** ! during a violent storm, a French ship was floundering off the coast of **Hartlepool.** The local folk rushed down to the beach, amongst wreckage finding only one survivor,,, the ships monkey apparently dressed in military uniform ! The locals having never seen a Frenchman let alone a hairy monkey ! quickly put the poor animal on Trial. Unable to answer any of the Courts questions, the monkey was found guilty of being a French spy. The enraged mob dragged the poor squealing animal down to the village square and hanged him at the gallows !

Now,, there had always been a culture of 'banter, leg pulling & teasing' amongst pitmen. Those who dared might shout out to Mattie,,, **'who hung the monkey Mattie ? '** that would be enough to trigger an angry blast of enragement and a broadside of the

most colourful blasphemy and profanity ! Leg pullers & teasers,,, mercilessly put down by the old Collier !

Mattie, in his youthful pomp and prime, would have confident mastery of his work 'on the coal' **, a man of vast mining experience who took great pride in his job, regarded fondly by his workmates, he may well have started work at age 13 ! hence my laughter would be muted, the seniority of the old collier to be respected by the younger men. Working in a coal mine, may have been a rough and dangerous occupation, but there were many unwritten rules of good manners and polite courtesy to be observed.

Photo - Wolstanton Colliery about 1970 : (1917 – 1985)
A multi-million pound re-development, ten years earlier, sinking the shafts to over 1140 Meters, Wolstanton was the deepest coalmine in Great Britain. In 1973 the total manpower was 1273 with 43 apprentices. An annual output of 600,000 tons. Working in the Ten Feet & Bowling Alley-(42inch) seams, progressing deeper to reach the Banbury and notoriously dangerous Cockshead* seams.

Clarifications :
* The Cockshead seam very gassy and prone to 'spontaneous combustion'. A number of infamous mining disasters had occurred in the Cockshead. A major S.C. emergency occurred in 1983 resulting in 2 coalface's to be sealed off. Due to the 'militancy' of the Wolstanton Miners during the 1984-85 National Coal Strike, the mine was spitefully closed by 'Thatcher's Government, which was particularly hate full of Miners Union.

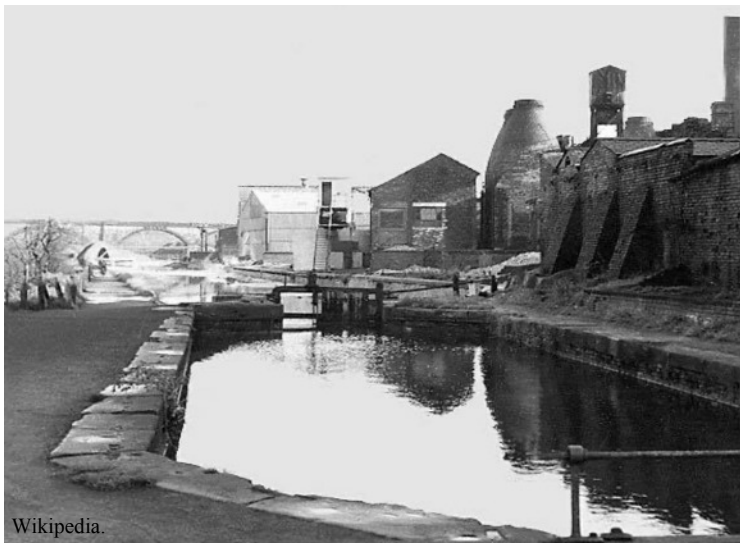
** Prior to modern power loading,,, 'on the coal' meant the owner of a 7-8 Yard stent (on his hands & knees),would be expected to maintain his section of face, maintain roof supports and clear a volume of coal (8 x 1.5 x 1.5) = 18 cubic Tons, each shift. These men described by George Orwell as 'super human. (1 cubic yard = 1 Ton)

The measure of a Man's pride :
Since the writing of the above story, some further details have come to light. Full name is **Mattie Mallison.** Mattie, was a resident of Crackley miners Estate, Chesterton. In his spare time kept a productive vegetable allotment in Spring Wood, Chesterton reputedly, guarded by two big dogs. Sometime shortly before his retirement, at the end of his shift, Mattie 'collapsed' underground near to pit bottom, he refused to be carried out of the mine on a stretcher,,, insisting he walked his way out.

This story a tribute to 'Mattie', his like and so many others,,,

Submitted by
Ronald Jenkins. **{Member}**

Fletcher's Canal and the Wet Earth Colliery.


Wikipedia.

This short canal joined the Wet Earth Colliery to the Bolton and Bury Canal at Clifton. The colliery workings were constantly being flooded with water from the River Irwell via the Pendleton fault. The owner Heathcote, consulted Mathew Fletcher on how to solve the problem, they were unable to solve the problem and thus the colliery closed in 1750. Latter James Brindley of the Bridgewater Canal fame and a relative of Heathcote was able to work out a possible solution to the problem. His solution was to make water run uphill at the mine. Brindley connected the shafts with a short tunnel under the river, forming an inverted syphon. Between the 1750 closure and 1756 reopening Heathcote sold the colliery to Mr Fletcher. Around 1790-91 Fletcher began widening some of Brindley's channels to create a new canal which entered the mine just has it did at Worsley. This became known as Fletcher's Canal. In 1799 Benjamin Outram built a lock along the canal to help conserve water. The canal was finished by 1800.

Sent in by a member M.S.

SSPCA unveil plan to transform Devon Colliery building into education hub

THE SSPCA has unveiled plans to transform a former colliery building in the Wee County into an education hub to bring troubled children closer to nature.

A bold £850,000 project would see the former Devon Colliery's Beam Engine House, near the National Wildlife Rescue Centre at Fishcross, transformed to showcase the work the charity does. Plans are set for interactive touch screens, digital games, information boards and physical props, plus camera links which would enable them to view animals in recovery following treatment and track their release back to the wild.

Gilly Mendes Ferreira, head of education, policy and research at the Scottish SPCA, said full plans for the site have now been drawn up and a major crowd funding drive will be launched within weeks. "We have big ambitions for the site," she told The Herald. "We have a working wildlife hospital on the site which handles over 10,000 animals a year including birds, seals, otters, badgers and many others. "But people still think of us as the ' animal cruelty' charity. It makes sense for us to educate people about what we do, about nature and the environment. "She added: "Children are no longer playing outdoors, but there are mental health benefits to being outside and around nature. "We want to capture that and offer fun activities, family days, holiday clubs."

The Alloa Advertiser. **March 2020.**

Residents in shock as huge hole opens and exposes mine workings

People living in a village near Camborne say they can't believe what they are seeing after a huge hole opened up next to their back gardens.

The drama has unfolded at Pendarves Street in Beacon and resident Sam Hall reports that although the hole was small at first, it gets bigger every day and is now metres wide and about 10 metres deep, showing a section of local mine workings.

The hole covers private land, gardens and a public access route.

Cornwall Council contractor Cormac has been informed and has fenced off the hole but that isn't stopping curious passers-by stopping to look and take photos. Sam Hall lives right next to the hole. He said: "It's a bit of a nightmare to be honest. So, high winds pushed a tree over and nobody really thought much of it.

"A couple of days later the tree fell down and a small hole opened showing the mineshaft underground. "It was a metre by a metre to begin with but each day it gets bigger. Now it's huge. "Cormac have been out to look and have said they have never seen one this big. It's really weird seeing it from the bedroom window and there's talk about closing off the access." The current size of the hole? Sam estimates the hole to currently be at least five metres by seven metres, if not bigger. It is also 10 metres deep at points that neighbours can see.

Cornwall-live. March 2020. NMRS FB page.

Poldark Mine Closes.

The mine pumps were turned off by Richard Johns our electrical contractor. The last water being pumped around lunchtime as can be seen here. It was a glorious spring morning with the birds singing, the river rushing by and no less than four buzzards soaring overhead. We seem to have two young birds.

As we all face an uncertain future we thank everyone for their support since the mine & The Cornish Heritage Collection was rescued in spring 2014. We hope that as many lives as possible will be saved. Stay indoors at home & be safe.

The act of turning off the pumps and other things ought to reduce our cost by around £2,750 for every month. The mine is flooding as these notes are being penned. Soon the mine will be flooded up to halfway along 2 Level, that's a lot of water. The pumps will be started up from time to time. This agonising decision is one that has faced thousands of mine captains down the centuries. We are the only mine in Cornwall that has been pumping continuously since the 1970s.

The Poldark Mine Trust. **NMRS FB page.**

What has a Miners Lamp from Eccles to do with the Olympics ?

An early promotional image.

According to the strict traditions of the Olympic movement, and to mark the ancient rituals of the Games, the flame must be kept alive until the closing ceremony of the Games.

But what happens if it goes out on its journey? The relay torches are extinguished for flights and overnight but the flame burns on in four enclosed lanterns. These are kept overnight in a hotel room with three members of the 10-strong protection team.

A team of about 10 "flame attendants" is responsible for the 24-hour, safe passage of the flame, which has been ignited by the sun's rays on the ancient site of Olympia in Greece.

The torch is used to carry the flame during each day's relays, when runners in the relay city carry it, mostly on foot. However there are several lanterns which are lit from the initial source and they keep the flame alive at night or on aircraft when the torch is extinguished. For air travel, where open flames are not allowed, the flame burns in the enclosed lanterns, which act like miner's lamps. The torch, the lanterns and the team of attendants, plus other security, fly in a specially-chartered plane bearing an Olympic flame design. The lanterns spend each night in a single hotel room with three guards – one of which must be awake at any time. But should one go out, it is lit from one of the remaining lanterns, ensuring the continuation of the flame from the source on Mount Olympus.

This was needed in 2004 when the flame went out in the Panathinaiko Stadium in Athens at the start of the torch relay. It also went out in 1976 after the Montreal Olympics had started and an official mistakenly relit it using a cigarette lighter. That was doused and it was relit again using the special lantern flame.


The Olympic flame being transported by Air plane.

Keeping the flame alive is a tradition that began in Olympia in Greece, where the Ancient Olympic Games took place. Fire had divine associations because it was believed Prometheus had stolen it from the Gods.

The Olympic flame was reintroduced to the modern Olympics in Amsterdam in 1928 and the first torch relay was held eight years later in Berlin. It has since come to symbolise the Olympic ideal of harmony between nations. It became a global event for the Athens Games in 2004, which meant that honouring the tradition of keeping the flame going required more

The miners lamp used are manufactured by the English firm, the Protector Lamp & Lighting Company which was opened in Eccles, Manchester in May 1873, this company developed a sophisticated, safe and highly luminous style of spirit lamp for use in underground mines. The company patented the lamp in 1891, and the design remains virtually unchanged today. They have been providing the lamps used for the safe transport of the Olympic flame for the past 30 years.


A modern protector lamp.

The mechanism itself comprises a wire gauze cylinder that con-

Trade mark.

Each day the relay torches are lit from the mother flame.

ducts the flame's heat away from the oil supply within the base. This feature ensures that the temperature outside the cylinder does not rise high enough to ignite methane, which can be present in a mine's atmosphere, potentially causing a disastrous fire.

By about 1910 the company could claim that 200,000 Prestwich Patent Lamps were in daily use and in 1914 an article in The Business World reported that over a million such lamps had been supplied to colliers, both at home and overseas. In the years following the first world war flame safety lamps were steadily supplanted for illumination purposes by battery powered electric lamps which were either fitted to the miner's helmet or carried by hand. Also, the main passages underground came to be lit by electric power. However the humble spirit miners lamp still keeps the Olympic flame burning today.

On the 15th May 2017 at the public meeting on the future of the museum, we had a miners lamp and an Olympic torch on display. The torch was carried by local lad Cameron Foster in 2012, when it made its way through the local area and the lamp was provided by The Protector Lamp Company of Eccles, manufacturers of the lamps used to carry the mother flame for the past 30 years.

By Kind Permission of Lancashire Mining Museum.

Update, regards to the mine shaft fencing:

So the issue of erecting fencing around the mineshaft's remains a priority for the group although there have been many delays and holdups. To bring our newer members up to speed, since the beginning of 2019 the group has made plans to fence a large number of poorly capped mineshaft's across Grassington Moor and has been in contact with various organisations in order to get the ball rolling.

As the area is a scheduled ancient monument, the first hurdle to overcome was to contact Historic England and obtain Scheduled Monument Consent. Unfortunately this was not immediately approved and the Principle Inspector for Ancient Monuments requested a site visit along with a representative from the Yorkshire Dales National Park Authority. This was arranged for the 31st of July 2019 and following the site visit, the Principle Inspector raised a number of points that needed to be addressed before the group resubmitted their Scheduled Monument consent form. As of the 21st of March 2020, the committee has formally submitted a request for Scheduled Monument Consent in regards to fencing off 14 mineshaft's on the moor as well as filling in a 6 metre manway which is not feasible to fence.

Once we receive a response from Historic England, we will be submitting another lengthy form entitled Consent to Carryout Works on Common Land to the council. Hopefully this will go smoothly and we can begin to raise funds from the project. We currently have support from the Chatsworth Estate and Subterranean Britannica, however further financial support will be required if we intend on fencing all 14 shafts.

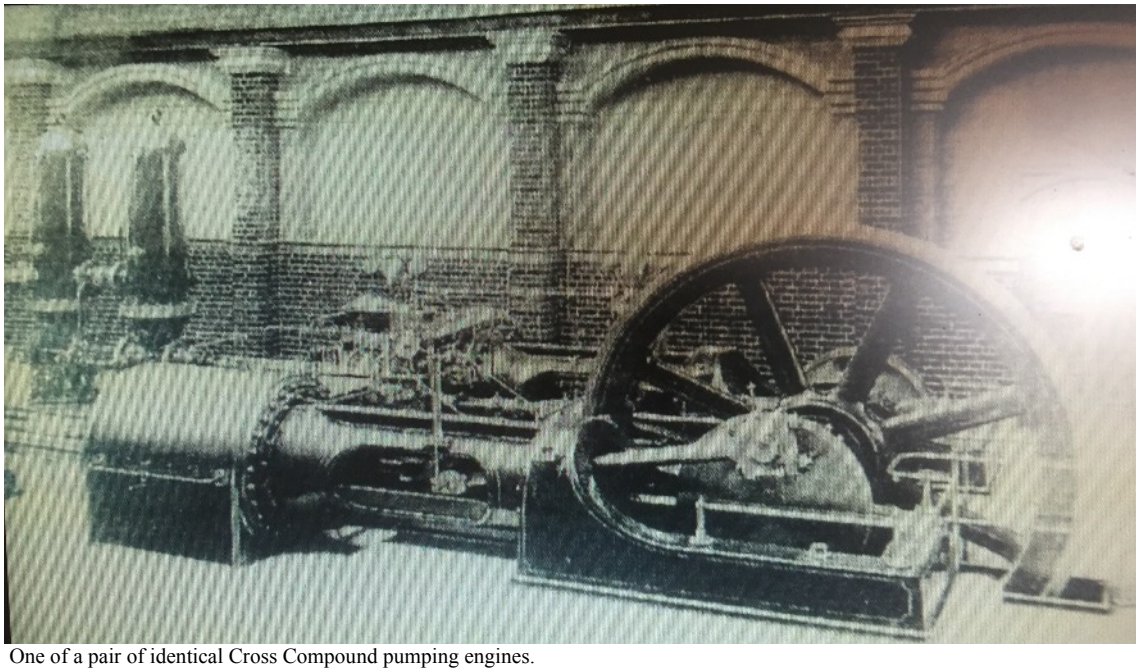
The Grassington Mines Appreciation Group.

The NMRS Committee. Due to the Covid 19 virus affecting our normal printers we would like to thank, Jenny Press Clitheroe for standing in at the eleventh hours to print this issue of our news letter.

Butterworth Hall Colliery. Date unknown. {Added by the Editor.}

Butterworth Hall Colliery Pumping Engine.

I live in Milnrow Lancashire and have always had a interest in the coal mining industry as well as the textile industry. I am the archivist and part of the team restoring the Yates and Thom mill engine at Leigh Spinners in Leigh. I am also currently doing a large project on the Coal and Textile industry in Milnrow and Newhey the following information is a extract from it.


One of a pair of identical Cross Compound pumping engines.

The engine pictured {left} is the pumping engine that was installed at Butterworth Hall Colliery Milnrow by the Oldham Corporation to pump around a Million Gallons of water a day up to Piethorne res, to supply Oldham with water, the corporation bought the rights to the water supply in 1908 amid much opposition from other local councils who were against Oldham buying up the water from other districts. I don't know the maker of the engine but have all the details from a opening brochure given out when the pumping station was opened on Monday 25th March 1912, the water was pumped up from the pit a height of 429 ft by the colliery steam pumping engine looking at the type of building it was housed in i reckon it was a beam pumping engine with a slide valve type valve gear, as I have found a newspaper cutting of the steam chest cover being blown off the engine, seriously damaging the building and a nearby cottage, suggesting it was a slide valve rather then Corrliss valve.

The Water from the colliery was pumped to the Pumping station into a underground res behind the pumping station, that could hold 225,261 gallons and was 111 ft long 58 ft wide and 11 ft 2 inches high and was of a reinforced concrete construction. The engine was a Cross compound and was fed by steam from the hand fired boilers, in the engine house which relates to the original boiler house that dates back to the sinking of the pit shafts around 1865, the colliery finally closing in 1928.

The details of the engine are:

• 88 1/2 Indicated horse power

• 36 1/2 rpm

• Pressure at the stop valve is 70 lbs

• Cylinders are 20" x 2' 6" stroke on the high pressure and 34" x 2' 6" on the low pressure cylinder

• Pumps, double acting horizontal ram type, working barrels 8" dia x 2' 6" stroke and a speed of 182 1/2 ft / min.

• The pump valves are multi-annular type and are 64 in number, 2 air and vacuum vessels on each pump the former being charged by means of a Wipperman air charger.

The underground Res made of concreat with metal rebar.

The door on the corner is the one seen on the right in the engine house photograph.

The main building where the pumping engines were installed. The smaller one is the workshop and other areas.

• Cut off valves on the engine are of the Meyer type with a automatic trip gear for stopping the engine and destroying the Vacuum in case of loss of load or due to a burst in the Pumping main.

• Governor is Pickering type rope driven from the crankshaft.

• Air pump is Edward's vertical single acting type, 13" Dia with a 12" stroke and driven by a drag-shaft from the main crank shaft. The air pump discharge can either be delivered into tanks for testing purposes or run to waste.

• Flywheel is 2 halves, 10' 6" Dia, and weighing 6 1/2 tons

• Condenser is a horizontal enclosed surface type placed on the suction side of the pumps under the floor with all the water being pumped passing through it, measures 23" Dia x 4' 1 1/2" long and contains 69 brass tubes of 1" Dia having a cooling surface area of 145 sq ft.

• The reheater for re-heating the steam is placed between the HP and LP cylinders under the floor line and is supplied with steam from the main steam pipes, Its Dimensions are 1' 8" Dia x 4' 6" long and contains 46 Steel tubes 1" external diameter with a heating surface of 102 sup Feet.

• The suction pipes from the res to the Condenser are 14" dia from the Condenser to the pumps is 10" dia and to the Delivery main 8" Dia

• The amount of water pumped is measured by a Venturi meter in the Engine room . The building is still there and is now owned by PN Dailys a civil engineering company and a modern submersible pump in the main pit shaft now pumps the water direct from the pit to the res. The pipe from the pumps to the res were, 12” dia throughout and was 4,750 yards long and 680 tons, in cast iron pipe sections.

The vents seen sticking out of the ground in 2 rows marks the site of the underground Res the main building seen here measured 60' long x 41' wide and 19' 6” to the bottom of the roof principles.

The water that was pumped from the colliery was discharged into the underground res pictured above at the end furthest from the main building and was drawn to the condenser's by the pumps from the far right hand corner

Joshua Southward {member}

PURSER WHITE IN HARD TIMES 1866 – 1876 Part 1.

The Story of Richard White, Spearne Consols and the Stannary Liquidator

Before telling the tale of Spearne Consols, Richard White and his troubles while running this mine, it might be useful to readers to know a little about this mine's earlier history and its locality in Cornwall.

Spearne Consols was a quite small mine if judged by the standards of Cornwall, it is situated inland from the great Levant Mine at Trewellard in the Parish of St. Just in Penwith. The main lode, Spearne Lode, has been worked upon for just over half a mile from the village of Trewellard itself down to approximately the area of the Higher Bal engine house of Levant Mine. This lode is situated to the south of and almost parallel to Levant Road (over the road from the Higher Bal engine house). The same lode continues at least to the coast, this section being worked separately at the time of Purser Whites tenure as Spearne Moor Mine. At the time Richard White took ownership Spearne Consols, it was 152 fathoms deep below adit (The adit being 26 fathoms below the surface at the then centre of the mine), although at this time the bottom levels were flooded. As can be seen from this, the mine although small by Cornish standards was quite extensive, being 1068 feet deep (from surface) and worked on lodes for over half a mile. It had two steam engines working on separate shafts, a whim engine of 20 inch cylinder, winding from skip shaft, which was sunk on the underlie of Guide Lode to adit, then following the underlie of the Spearne Lode to the bottom of the mine. The main engine shaft on which the 26 inch cylinder Cornish engine was sunk wholly on Spearne lode to the bottom of the engine shaft, which according to plans did not reach the bottom of the mine, with I presume flat rods along the level to the skip shaft to provide pumping to the sump of the mine. Both engines were Cornish Beam engines with the whim being rotative and the pump having the pump rods connected directly to the end of the beam. The mine had a number of other shafts serviced by horse whims, and the crushing of the tin ore was carried out by Cornish Stamps connected to water wheels.

The first reference to the mine I have found was it was working from 1793-1795 as Spearn Mine and otherwise known as Ye Spearn (Spearn being Cornish for a Thorntree), at this time the name was Spearn with no e at the end, this was added later, why this alteration to the name was made is not known.

Wheal Spearn was again at work between 1811 and 1825, there are records of it producing copper ore in 1822 (although later it was almost totally a tin producer). The mine was put up for sale by private contract in October 1825, when it was said to have several tin and copper lodes, pumping at this time being provided by a 19 inch beam engine and stamping by a 20ft waterwheel. No buyer was found at this time and the mine was again put up for sale, this time by auction, both in November and December. This time a more accurate description of the equipment was given, the pumping engine being quoted as 18 ½ inch cylinder and the waterwheel 22ft x 1ft. The mine also had 4 horse whims for winding. Pumps, ladders and tools are also mentioned. It had produced 184 tons of copper ore during this working, but no mention is made of tin, although some must have been produced. It is assumed that this was sold by private contract, whereas copper was sold at the ticketing's.

The mine was obviously sold in December as working resumed in 1826 and sales of copper continued, which were again recorded at the ticketing's. Black tin was not recorded at this time either as it was probably sold by private contract. 43 tons of copper were sold between 1826 and 1828, with a further 25 tons recorded sold in 1833. It appears that the mine was abandoned sometime shortly after this as the West Briton reports in 1836 that the Spearn (which had stopped) was again at work and that a 24 inch steam pumping engine was being erected. The mine changed its name to Spearne Consols in 1839, which is strange as it was only a small mine (this was perhaps to make it look to investors that the mine was more important than it really was; it was in fact basically the same mine). The purser was Richard Pearce who had purchased the mine at this time and was largest shareholder in the venture (he was also at one time Mayor of Penzance, so a person of some standing in the area). The mine had been bought at a cost of £825-13's-0 d in 1839, and was then 86 fathoms below adit. It was worked on the cost book system in 1024 shares, calls of £1280 being made up until March 1842 after which dividends began to be distributed. The 20 inch whim was erected about 1841, the cost of which would have accounted for some of the calls. During this period the mine expanded quite rapidly and had reached a depth 116 fathoms below adit in May 1849 and was nearly 170 fathoms total depth (including adit) by March 1851 (why the method of measuring depth changed I have no idea).

By 1856 it had two steam engines of 26 inch and 20 inch diameter cylinder, either the cylinder on the former pumping engine had been replaced or a new engine supplied, the Lords were asked to forego dues around this time with the mine struggling to pay its way. This they did not do but the dues were reduced from 1/24 to 1/48 on tin as no mention is made of copper, it must be assumed that copper was no longer produced. Things obviously went from bad to worse over the next few years for, although the mines depth was 152 fathoms below adit, it was idle below the 90 fathom level in 1864. The mine finally closed in 1866 after suffering a loss of £2000 in the 2 years ending in June 1866, the fate of the mine was not helped by the loss of the Purser and largest shareholder Richard Pearce in 1865 through his death that year. An attempt was made to rescue the mine over the next few months but it was eventually resolved to put the mine up for sale yet again. The falling off in depth of the value of the main lode over the last 5 years of working was probably the greatest factor in the closure and the reason for the earlier abandonment in depth. This then was the state of the mine when Richard White decided to purchase it.

Just five years before he became Secretary and Purser of the great Levant Mine on the coast at Trewellard near St. Just, Richard White along with Richard Quick decided to purchase the closing Spearne Consols Mine that was being sold as a going concern. Both men resided at Trewellard (Quick himself was another adventurer at Levant, a bit of a character it seemed, and one who always had something to say for himself at meetings). They agreed to buy sets of Spearne Consols for the princely sum of £395.00. This price not only included the mine; it also included: the engines and pit work, water powered stamps, skips, skip roads, tramways, tools etc. The Mining Journal of the time stated that the mine had indeed succumbed to the existing crisis (the tin price being very low at this time) and that the existing adventurers had deserved better

A report of the working of the mine was made by Henry Boyns in June 1866, which gives facts about the mine before it closed and is repeated here: In the twelve months to March 1866, the distance driven by Tutwork Steps had been 70 fathoms 2 feet 3 inches,

Cont.

stopped on Tutwork had been a further 41 fathoms 4 feet 6 inches. Tributers had raised 5982 sacks of ore (598 tons) at 4 sacks per fathoms, this equated to 149 fathoms of ground. The total ground driven on both Tutwork and Tribute amounted to 262 fathoms 3 feet 9 inches. The expense per fathom for this driving and stopping came to £12-0's-10d. and the value of the mineral recovered from this ground was £8-9's-4d, giving a loss to the company of £3-11's-6d per fathom. The total loss to the company for the year was £936-11's-1 d. Clearly this small mine could not sustain a loss like this for long, therefore the decision was made to sell it if at all possible.

This is the point where Richard White and Richard Quick stepped in decided that the mine would be a good prospect in "better times" and purchased it at the knock down price paid of £395. It was stated in the Cornish Telegraph that "in more prosperous times the mine would in fact have been worth £12,000." White and Quick must have thought they had a bargain on their hands, time was to prove them wrong, The new working was again to be on the cost book system and Richard White being the largest shareholder was voted to be the purser of the venture (both manager and holding the purse strings). The new concern was to be called the Spearne Consols Mining Company. This company which was started with such high hopes in 1866 was, however, quite short lived and a costly enterprise for all concerned (especially White himself). The mine was only worked from 1866 until 1874 with very mixed results, but at an overall loss to the adventurers.

The shareholders in this ill fortuned venture when the time came to wind up the company included a number of well known names from the area who were involved in mining and its ancillary industries. These included William Bickford Smith (of safety fuse fame), Humphrey Davey (although he had passed away at the time of the winding up of the company), Harvey and Co, of Hayle, Nicholas Holman and Son, The Kennel Gunpowder Co, and of course Richard White who had much the largest holding in the company with 60 his shares. Richard Quick, the joint purchaser of the mine in 1866, seems to have sold is holding in the mine by this time as he is no longer in the list of shareholders.

By 1874 the mine was having grave financial difficulties and was in debt to many of its suppliers of goods. The greatest debt was to John Wise Bain a merchant of Portreath (possibly partly for coal for the steam engines). The debt to Bain was £389-6's-9 d plus interest, this was owed for materials supplied to the mine over the last two years of its operation. It was he who approached the Stannary Court at Truro in 1874 to have the mine wound up in the hope of at least recovering part of the debt to him. The decision to have the Spearne Consols Mining Company wound up was made by the Stannary Court in April 1974 and a liquidator by the name of Charles William Clinton was appointed by the court on 26th May 1874.

The following description of what happened during this winding up procedure includes the transcripts of a number of letters between the Stannary Court and Richard White, demanding that he give up all of the papers appertaining to Spearne Consols, which he appears to have ignored on several occasions. It also includes Whites dealings with the bailiffs, who were sent by the liquidator, a letter explaining the cause of the delay in winding up the company and the results of the eventual winding up of the mine. The following is an example of the letters sent to him from the Stannary Court to White, this is dated June 27th 1874 and is obviously not the letter first sent to him:

In The Matter of The Companies Act 1862 and The Spearne Consols Mining Company.

"I hereby give notice that it is our intention to apply to the Vice Warden of the Stannaries on Tuesday the 7th day of July next for a peremptory order to compel you to deliver up to Mr Charles William Clinton the official liquidator of the said company at the Stannaries Office, Truro, all the Books, Accounts, Letters, Papers, Deeds, Writings, Documents, Monies, and all of the other effects of or belonging to the above named company, now in your hands, or in your custody, or control, as having been the secretary thereof in the state in which the same are or were at the making of the order to wind up the same company and whether the same as regards the Books and Accounts are, were made up or completed or not. And also the payment by you of all costs incident in such application".

Dated Truro, June 27th and sent by the agent of the solicitor of the official liquidator.

A little hard to read and understand, being written in the legal language of the time, but clearly it is evident what is meant by this letter.

It had little effect, as a very similar letter is sent from the Stannary Court on August 6th 1874, this time it is the order applied for above which is sent to Purser White. In this he told that within four days he is to give up the papers etc belonging to the mine and held by him to the liquidator. The list seems to have been extended and now includes what was stated before but with these additions :- transfers and relinquishments of shares, plans, estate and effects which are also in his possession. He is also ordered in the same time scale (4 days) to pay the costs owed by him of the initial winding up order, which is the sum of £5-9's-6d. Richard White was obviously being obstinate about giving up this paperwork, for what was basically his own mine, which he had set working again in 1866 and now 8 years later was being wound up. Was he playing for time, or was he just upset that his mine was being closed and sold. The records I have seen make it clear that he was indeed at this time in financial difficulties and would need time to find the money he owed.

Matters take a turn for the worse for Purser White and Spearne Consols when the Bailiffs of the Stannaries are called in and ordered to visit him at his home in Trewellard on the 26th October to collect the £5-9's-6d owed for Stannary costs above and again to ask him to hand over the documents relating to the mine. He again neither paid the money owing nor gave up the documents the liquidator required. A writ was given to him at the time of the visit by the bailiffs ordering to pay what was owed and give up all of the paperwork appertaining to the mine to liquidator, this order was dated 6th Day of April 1874 and tested 26th day of October 1874. From this clearly the order for winding up of the mine and the request for giving up the papers etc was initially made in April 1874 and had not been complied with 7 months later.

Paul Smith. **{Member} Second part will be in the August edition**.

The Midlands Wind and Water Mills Group.

David Kitching, article, The Middlecale Pumping Wheel. Which was presented by David at the 2018 Autumn meeting and printed in the Febuary 2019 news letter. Has been reproduced and expanded in the above group news letter no 39. Well done David for a very well researched and presented piece of work.

The Editor.

Editors Notes.

1. As this Newsletter is representative of its members interests, hobbies and working lives. Why don't you tell the membership what your interest is or what your hobbies are and what you have done throughout your working life? As long as its connected in some way to mining all articles will be published. If you need help or guidance in doing so please contact me.

2. Have you noticed that a few members have made appeals for information in the last few issues? These have meet with a very good response. So if you have something puzzling you that's mining related why not ask the membership for information?

Disclaimer

The views expressed in this newsletter are not necessarily agreed with or shared by the Northern Mine Research Society, its Officers or the Newsletter Editor. The accuracy of statements made in articles submitted for publication will not normally be checked for validity by the Newsletter Editor. The responsibility for the content of articles submitted by individual members or groups remains with the authors and cannot be accepted by the Society, its Officers or the Newsletter Editor.

Data Protection Act

Members are reminded that the NMRS maintains a list of their names and addresses solely for the purposes of printing labels for Membership Cards and posting newsletters and publications. Such details are deleted from the database for any member who leaves the Society, either after the committee have been notified or after it has been determined that an overdue subscription has not been paid for several months.

The Northern Mine Research Society is a Registered Charity No. 326704

Visit our Website

www.nmrs.org.uk

Ayle Colliery Co Ltd. @ Alston Anthracite Mining Company. Alston.

Oliver Morin. AFP Getty Images.

Several people have asked what effect the impending ban on domestic coal will have on Ayle Colliery. The short answer is none at all, as the ban does not apply to Anthracite with a sulphur content below 2%. The reason for the ban is not carbon emissions which will be increased because of some of the other steps that they are taking. Like insisting on firewood being kiln dried rather than naturally dried that will increase particulate emissions.

Fortunately, the Freeminers of the Forest of Dean have been exempted from the ban so they can continue as normal. If people switch from imported coal to Alston Anthracite it will benefit us as well as the environment. Anyone who is concerned about carbon emissions might be interested to know that I have worked out the Carbon Footprint of the production at Ayle Colliery.

All of the power used comes from burning diesel fuel. 1 litre of diesel produces 2.68kg of carbon dioxide (this is more than the diesel weighed as it has combined with oxygen from the atmosphere so gives off more than you'd expect). 600litres of diesel are used per week, so working 48 weeks a year produces 77.2 tons of carbon dioxide ....sounds like a lot, doesn't it? However an acre of mature woodland absorbs about 2.6 tons per year. Ayle Colliery has 25 acres of mature woodland, this will be removing 65 tons of carbon dioxide from the atmosphere every year. So our total footprint per year is 12.2 tons which could be reduced to zero by planting another 4.69 acres.

Summary: 1 lt = 2.68kg C/D. 600 lts/Week x 48 = 77.2 tons C/D/ year.
Off set by, 1 acre = 2.6 tons/yr. So 25 x 2.6 = 65 tons/year/C/D.
Production - Off Set = 77.2- 65 = 12.2 tons/year.
Thus total Carbon Dioxide produced per year equals 12.2 tons.

If I wanted to cheat here, I could loan the mine some of my own woodland as I have more than enough to absorb my own emissions. Production varies between 20 and 25 tons of Anthracite per week so between 960 and 1200 tons per year. If we chose 1000 tons then the sums are easier and production emissions per tonne are about 12.2kg. Burning one ton of Anthracite produces about 2.8 tons of CO2, so if we add on the 12.2 kg, the total carbon footprint associated with burning one ton of Alston Anthracite is 2.8122 ton. Less than most other domestic heat sources once you add their production and transport emissions to their smokestack emissions, the total footprint is considerably smaller than the chimney emissions from biomass (over 3 tons co2 per ton burned), without adding the emissions from production.

If we were to plant another 1080 acres of woodland then we could say that burning Alston Anthracite was completely Carbon neutral. If anyone feels the urge to work out how much worse other heat sources are there is some useful information on these web sites (and Google}

https://e360.yale.edu/…/carbon-loophole-why-is-wood-burning…
https://www.eia.gov/environment/emissions/co2_vol_mass.php
http://www.treesintrust.com/environmental.shtm

Statement by Ayle Colliery. {Edited} March 2020.