CAT

The Newsletter of the Cumbria Amenity Trust Mining History Society

No. 81 November 2005

Cover picture: (Photo Ian Matheson, July 2005)

Trélazé Slate Mine, near Angers, in France. The shafts reach depths of up to 480 meters, but became disused in 2001 when a new inclined roadway was completed. Slate has been worked here for at least 750 years and was used on the roofs of the most beautiful Châteaux in France. The following extract is taken from *The Scientific American - Supplement No. 974, New York, 1894.* To see the full article and much, much more, go to **www.cagenweb.com/quarries**

Cumbria Amenity Trust Mining History Society
Newsletter No 81, November 2005.

Contents:

A Visit to the Slate Quarries of Angers (France), 1894.

Among the excursions, often very picturesque, that can be made into the subterranean world, one of the most original, and about the most exciting, is a descent into the slate quarries of Angers. The special character of this mine visit is connected with the method of exploitation by immense chambers that has been applied at Angers from time immemorial.

These chambers, which are being deepened more and more at the base, may be, perhaps, 300 feet in height, with a rectangular section of 100 by 180 feet. The very great resistance of the schist permits of forming these immense and nearly vertical walls without very serious danger and of preserving as a vault, during the entire duration of the exploitation, one and the same horizontal rock surface. But, in order to prevent the falling of blocks from such a height upon the laborers at work below, it is necessary to keep a close watch over these slate surfaces. This is the object of the flying bridges that are seen crossing the chamber lengthwise and breadthwise near the ceiling, and which are suspended in space by iron rods fixed in the slate, and are reached through vertical ladders inclosed here and there in wooden cases that form a sort of landing places.

Walking over these frail bridges, suspended by rods that oscillate at every step, cannot be done without some perturbation by those who are subject to vertigo. When blasts are fired below, one feels the mass of slate vibrating violently and for a long time, and if he is not yet hardened to this sort of impression he may imagine that the rods, which are perfectly solid, are about to give way and precipitate him from a height of over three hundred feet.

The view obtained from any one of these bridges is very curious. In a corner of the ceiling, a round aperture, like a cellar window, allows of the entrance of a wide beam of daylight in which operates the hauling box that carries up the slate or serves for the ascent and descent by the laborers. It is through this aperture, the bottom of a shaft four hundred feet in depth, that one enters the quarry, as if through the neck of a bottle, and this descent would of itself pay for the visit. The hauling box is a sort of round bucket suspended by three chains from a pulley which is itself attached to a steel cable and rolls over a guide cable that extends from the exterior surface to the bottom of the chamber. Three men take their place in a standing position in the box, in balancing themselves and holding each of the suspension chains with the hand.

Then the apparatus begins to move, and, in the first place, descends four hundred feet in the moss-covered shaft, at the bottom of which, in describing a curve of wide radius due to the flexibility of the guide cable, it suddenly enters the subterranean chamber. A person then has the sensation, which he never experiences in an ordinary mine shaft, of being absolutely lost in space above a strongly lighted abyss where he observes men in motion three hundred feet beneath him. Meanwhile the box is sliding down the undulating guide cable, and, in a few minutes, one is at the bottom, surrounded by laborers who have a load of slate all ready to be sent up by the same route. ...

Scientific American - Supplement No. 974, New York, 1894.

Editorial.

CATMHS Newsletter and Journal

It is three years since we published CATMHS Journal No 5, and I wonder if it is time to think about the next one. Do we want to? Do we have the material? If we decided to it would take probably eighteen months from now to get it into print. On the other hand our Newsletter has always been more than its title suggests. When I first became Newsletter Editor I was worried about whether I would be able to find material to fill it, but that hasn't been a problem. Should we consider the Newsletter to be our prime vehicle for publishing, renaming it The CATMS Journal? I will air these thoughts at the AGM, together with my concerns regarding the Meets List which you can read on page 10. Let me know your opinions.

New CATMHS Book

Only a few copies remain of the CATMS book 'Lakeland's Mining Heritage'. We are hoping to produce a new book to be called 'A Walkers Guide to Lakeland's Mining Heritage' which is to be a collection of self guided walks to mining related sites where there is something to see. There will be links to associated information, museums, displays, extended, walks etc. For each walk there will be a short history, a map, a step by step guide, a recent photograph and, wherever possible, historical and underground photographs. As with LMH it is to be a collaborative effort between members, so if you are interested and would like to be involved, either on the technical side or as an author, please let me know ASAP.

Lighthouses.

Further to my cover picture and notes in the August Newsletter featuring the mining company's lighthouse on the sea barrier at Hodbarrow Mine, I received a letter from Liz Bowden enclosing two articles from bell ringing magazines which had been written by RJ Bowden, her husband.

In 1979 his twelve year old son came across an old advertisement from bell makers Gillet, Bland & Co, of Croydon, which referred to two 2 ton bells cast for the Eddystone Lighthouse. He was intrigued because there were no bells visible in a 1959 photograph of the lighthouse; neither could he find any reference to these large bells in the Bell Ringing guides.

Recently the problem was solved. When the lighthouse was built in 1881 the bells were installed on the lantern platform. In an article written in 1944, on the centenary of Gillett, Bland & Co, it was stated that Croydon's Town Hall clock and bells had been made by them in 1894, and some of the metal used came from the melted down bells of the Eddystone Lighthouse. Not a lot to do with mining, but very interesting nevertheless

Ian Matheson, Editor.

CATMHS AGM & Dinner

To be held at the Crown Hotel, Coniston on Saturday December 10th.

The AGM starts at 4.30 pm and the Dinner 7.00 for 7.30 pm. The menu and a booking form should be enclosed with this newsletter, together with an agenda and minutes of last years AGM.

The dinner will be followed by a pot-pourri of members slides. Hopefully enough people will come forward to make this an interesting and entertaining event. Talks can be on anything you like so long as it has some relevance to the society, but should be kept short – 10 minutes each would be ideal. There will be both digital and optical projectors available. Please indicate on the enclosed form if you are willing to participate.

On the following day Alastair Cameron will lead a walk through the Tilbertwaite and Moss Rigg quarries. Meet at Hodge Close at 10.30 am.

Self Assessment Tax Returns

Those of you in the happy position of having to complete a Self Assessment tax return will be delighted to find that this year an additional source of pleasure awaits. If you have overpaid tax you now have the facility to direct part or all of your repayment directly to a charity of your choice. Obviously the hope is that CATMHS will be the recipient of your generosity to which end you should enter the code MAE36Q in the relevant box of the return, additionally indicating you wish "Gift Aid" to apply. J. Aird.

Drums rumble on; the facts about Silver Gill Mine.

There have been a number of untruths written as well as the criticism reported in the CATHMS newsletters, about Silver Gill Mine and the research that has gone on for many years. I never intended to answer these criticisms, however I would like to pass the following comments;

1. For the first time the location of the main German workings mentioned in Hochsteter the Younger have been identified and the mine may now be of National Importance.
2. There is now confirmed evidence of the Rowle wagons mentioned in Hochstetter the Younger and described in Agricola in the floor of the level. The National Railway museum in York is extremely interested in this evidence.
3. The location of the Elizabethan dwelling house has been located for the first time.
4. The group has uncovered documentation relating to Medieval mining at Caldbeck in 1319, and the probable location has also been discovered
5. The project helped enable the LDNPA to obtain funding for English Heritage to carry out a survey of the area around Roughtongill and Silver Gill mines, to which the group contributed and the subsequent publication in my opinion is one of the best on mining in the Lake District.
6. The LDNPA, English Heritage, English Nature and the British Geological Survey have all visited the site and commented on a thoroughly professional job.
7. The work has been published in the CW&AAS Journal, as well as being presented at an archaeological conference organised by the LDNPA.
8. The landowner insisted that a gate was installed and no damage to the level was done as the gate was made to fit the level without having to resort to cutting any of the bedrock out.
9. The gate is protecting artefacts which are of national importance and which would otherwise be destroyed as some are still in situ in the floor of the level.
10. The project has rebuilt a number of bridges with the LDNPA and has allowed the Mines Forum to be resurrected.

I have a question for the critics, all the levels they have opened up; could they provide a list of publications where the work they have done has been included, as they must have recorded all this information for future generations.

Warren Allison

News

Archaeology in the Lake District. Conference, Sat 26th November.

This established annual event is to be held once again at The Lakes School, Troutbeck Bridge. The programme includes:

Archaeology in The Lake District National Park 2004-5, *John Hodgson, Senior Archaeologist, LDNPA.*

Support for local archaeological and community projects through the Local Heritage Initiative, *The Countryside Agency.*

Exploring Lower Eskdale – in the footsteps of Mary Fair, *Alan Vicars, Eskdale & District Local History Society.*

The Re-Opening of Levers Water Mine, *CATMHS.*
Bale Sites Smelting in Yorkshire & Cumbria, *Sam Murphy.*
Rock Art in Cumbria, *Kate Sharpe.*
Monks, Farmers & Raiders, The Early Medieval Period in the Lake District, *Rachel Newman,Oxford Archaeology North.*
Conservation and Interpretation at Force Crag Mine, *Jamie Lund & Penny Webb, The National Trust.*

Application should be made to the LDNPA, Murley Moss, Kendal LA9 7RL, phone 01539 724555.

2006 NAMHO Conference.
Next years conference is to be held on the 9th – 11th June at the Royal Pavillion, Llangollen. The conference theme will be 'Mining in the Landscape. A provisional leaflet is available on the NAMHO website, www.namho.org

Risk Assessment doc
After lengthy consultations with The National Trust, Mike Mitchell has produced a Risk Assessment document that the Trust has now approved. This will be adopted by CATMHS and MOLES for all work projects on NT properties, and is also expected to be adopted by the LDNPA. We hope to circulate it via NAMHO as the basis for mining conservation work projects nationwide.

Mines Forum meeting, 30th Sept.
Held at the National Trust Offices, The Hollens, Grasmere.

Present: Eleanor Kingston, LDNPA; Jamie Lund, National Trust; Peter Fleming, Sheila Barker, Mark Simpson, Ian Matheson, CATMHS; Mike Mitchell, COMRU; Ian Tyler, Ian Hebson, MOLES, Donald Angus.

At the last meeting CATMHS had reported serious erosion to the Paddy End incline at Coniston, where Levers Water Beck is eating into the foot of the incline. Jamie Lund reported that the forthcoming NT bid for footpath repairs *may* include the Paddy End Incline.

The meeting started with a round up of activities:
CAT.
Mark Simpson aired some ideas for future projects. A survey of the Paddy End dressing floors; a dig to re-open Kernal Level, a proper gateway or hatch through the barrier to No 1 Level at Force Crag. Jamie Lund said that an assessment was needed first of the condition and safety of the first 40 meters of the adit. Ian Tyler said there had been slippage at the joint between the shale out-bye and the bedrock in-bye, which would soon block the level. He suggested using railway sleepers to secure access. If the drainage pipes became blocked then water pressure would build up within the mine. The problem has been under discussion for three or four years and action was urgent. It would be a simple job as the level in-bye is in sound rock. Jamie Lund agreed that the work was justified as there was a major risk and promised a decision within the next two weeks.

MOLES.
Ian Tyler reported that their projects were all on hold due to lack of permission. They had been waiting six years for authorisation to work on Leyton's Engine Shaft at Roughton Gill, and work at Yewthwaite had been held up for two years. How much longer? Jamie Lund replied that the Risk Assessment Document produced by Mike Mitchell in association with Stewart Cresswell had now been completed and approved by the National Trust, so they could now move forward. In addition the NT would require project designs in order to consider applications. Part completed projects would get priority. Ian Tyler went on to report that aggregate and slate slabs had

been removed from the bouse teams at Yewthwaite. Others said that this was also happening at Goldscope and at Coniston. At Yewthwaite erosion and damage to the cobbled dressing floor was being caused by mountain bikes, quad bikes and footpath shortcuts. Jamie Lund agreed that the dressing floor should be conserved. To prevent further damage he will arrange a JCB to block off the acess with large rocks. Would MOLES examine the site with a view to conservation and put it in as a project . Ian Tyler reported that Rigg Head Climbing Hut, an old quarry building, was unsightly, with rubbish and old domestic materials around and in the adjacent adit. Eleanor Kingston would contact the owners.

COMRU
Nothing to report.

Alastair Cameron.
Had sent a written report. He was concerned about the Sam Wright roads on Fleetwith Pike, an elevated causeway has collapsed within the last ten years. Could it be reconstructed? He had visited the area with John Hodgson, logging tracks, etc. on GPS, relating them to the 1st Ed OS maps. The meeting expressed concern regarding work taking place at Honister Slate mine, which might obliterate earlier remains without recording them, and also regarding surface working near Dubs Hut.

National Trust.
Jamie Lund thanked Mike Mitchell and Stewart Creswell for their work on Risk Assessment documentation for the NT. It is now complete and ready to use. Jamie said that he thought that the NW region was in advance of other areas in this respect and that he would sell it to other National Trust regions. The LDNPA will adopt it. CATMHS will circulate to other mine organisations via NAMHO.
JL reported on the work of the Borrowdale Mine Volunteers, a small group who are keeping an eye on things in the Borrowdale area, looking for signs of misuse, damage, erosion, etc. This arose out of concerns about unauthorised activity at Goldscope Mine. They go out at regular intervals, and CATMHS and MOLES would be informed of the next outing, so that they could go along if they wished. The next one will be on December 2nd.
There was concern over recreational use of the Borrowdale Wadd Mines by Outward Bound (?) groups
Force Crag Mine dressing plant now has its own listing in the National Trust Handbook. Visits have been well subscribed and extra visits have been arranged. It was amongst the final four contestants for the National Conservation Award. Landscape walks are to be introduced. The January storm had caused erosion to the mine track up to High Force; funding has been obtained from the Heritage Lottery Fund and repair work started last week. Old Pelton Wheel pipes which had been set in the track in the 1940's to provide drainage will be re-set.

LDNPA
The Historical Environment Strategy Document will be circulated for discussion.
Re-opening of Goldscope Coffin Level.
CATMHS have been seeking approval from the NT for a project to open the Goldscope Coffin Level. Jamie Lund said that Peter Fleming had provided an excellent project design. A field meet had taken place involving National Trust and National Park planners, together with Andrew Davison, North West Inspector of Ancient Monuments for English Heritage. The National Park officers and Andrew Davison expressed support for the project, but the National Trust, on whose property it lies, rejected it on the grounds that the project does not conform with NT policies in Industrial Archaeology. Further details and comment on the decision can be found at the end of this report.

Ian Tyler stated that MOLES had obtained approval from the Forestry Commission for a project at Rachael Wood, Bassenthwaite.

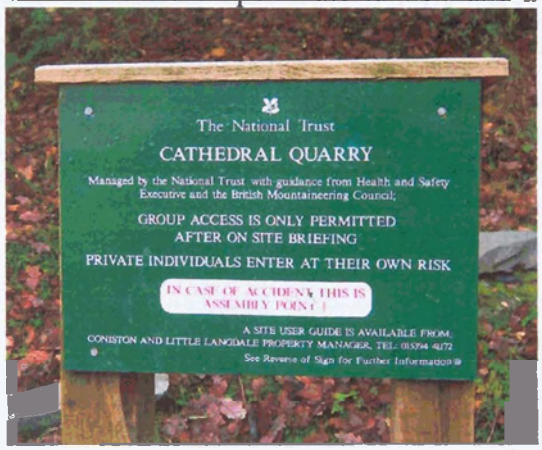
Loweswater Lead Mine
Jamie Lund reported that someone had been trying to open a level adjacent to the NT car park at Loweswater and asked whether anyone had any knowledge of it. Apparently the Warden had felled a conifer tree over it to safeguard the public. Ian Hebson expressed concern about this apparently heavy handed and unplanned act. What next; JCB's, rocks?

AOB
Glencoyndale Adit is locked with a big armoured padlock. It was agreed that it should be removed and replaced with a bolt. Eleanor Kingston would find out who had locked it.
Keswick Mining Museum Open Day will be on March 5th, preceded by a guided walk in the Newlands Valley
The next Mines Forum meeting will be on January 17th at Greenside.

Comment on the NT decision regarding Goldscope Coffin Level.
CATMHS have been seeking approval from the National Trust for a project to open the Goldscope Coffin Level for public access. One of the objects of our Society is 'to advance the education of the public concerning the industrial history of Cumbria, and in particular it's mining history, archaeology, mineralogy and geology as they relate to the history of mining.' This Elizabethan coffin level, which has been hidden away beyond living memory, is probably the finest example of a hand driven tunnel relating to this period of mining in the Lake District National Park and arguably in the north of England. We wanted to re-open the entrance in order to allow free entry to the adit so that it could be viewed by the general public, erecting a steel safety barrier where the coffin level intersects the stope. Interpretive signs were envisaged to describe this and the nearby Victorian wheel-pit. For more details of the proposal refer to the Discussion Paper – Goldscope Mine, on page 23 of Newsletter 79, May 2005.

The National Trust have accepted the CATMHS Health and Safety Policy document for work on their properties, and it is disappointing that the application has been refused by the National Trust officers, as to re-open and make safe this tunnel would fulfil some of the new criteria recently put forward by the National Trust "to generate interest in our mining heritage" and to enable specialists, students, historians, guided walk leaders etc. to study 16th Century mining techniques. The NT were concerned that unsupervised access would entail Health & Safety liability, and management issues that they were not prepared to accept. I would point out

the National Trust do accept such issues at Cathedral Quarry in Little Langdale, where there are open slate tunnels and a



flooded cavern. A few years ago the Trust went to considerable effort and expense to keep the site open to climbers and organised groups. Ed.

Thirlemere Aqueduct
The Thirlemere Aqueduct, which is now over 100 years old is in need of repairs. The 26 kilometre section from Thirlemere to Kendal is to be relined using plastics. Work started on 27th September, and a helicopter was ferrying materials from a field in Grasmere. The section will be closed during the work and water from Haweswater and Hayeswater will fill the gap.

Paddy End Dressing floors
Following the washout caused by the burst in the United Utilities water pipe, which was reported in the last Newsletter, the LDNPA are hoping to raise some funds to have the area properly surveyed. The washout cut channels through spoil heaps and overburden and exposed a number of structures. These dressing floors would have become disused around 1850, when the mine was deepened and organised so that materials were removed via Deep Level to the Bonsor Dressing Floor adjacent to the present Youth Hostel. The current water treatment plant was constructed in the early 1970's on the site of the Paddy End settling tanks, but it is likely that what remains of the Paddy End Dressing Floors is a more or less complete example of an early Victorian treatment plant.

Newland Furnace Heritage Open Day
On behalf of the Newlands Furnace Trust I would like to thank CATMHS for the loan of their display stand for our Heritage Open Day which we held on September 10th. The event was very successful with around 100 people visiting the furnace during the course of the day and over £80 raised in donations.

Dave Robson.

North Pennine Silver: Where and How?
A seminar to consider the evidence for silver production, and to discuss how our understanding of mining in the area during the late medieval period may be advanced. There will be no charge for the seminar. For more information contact Sheila Barker.

Elterwater Gunpowder Works
English Heritage have produced an archaeological and historical survey on the Elterwater Gunpowder Works, Survey Report, A1/9/2003. EH worked on the site from July to October 2001 when the foot and mouth epidemic prevented other work. Fredericka Johns, of Langdale Leisure Ltd., has written a 12 page booklet on the Gunpowder guided walk, which identifies all the main sites and is illustrated with photographs from the report. Written for Timeshare members it is available free to members of the public who may wish to go on the walk. Copies are available from the Gateway office, where there is a donation box for the Conservation fund for the Langdale environment.

Grey Gold
The book 'Grey Gold', the history of the Greenside silver lead mine, published in 1966 by Sam Murphy, is now out of print, but it has been revised and updated to include recent research and issued as a CD ROM. Cost £16 inc p&p from S & GM Murhpy, Little Crag, Crook, LA8 8LE.

'The Coniston Railway'
The Cumbrian Railways Association first published a book on this line in 1985. It has been revised by Michael Andrews and Geoff Holme and tells the story of the Coniston Railway from its inception through its Victorian and Edwardian heyday and its demise and demolition under British Railways. It is available from Cumbrian railways Association, 19 Windsor Drive, Miskin, Pontyclun CF72 8SH for £9.00, inc p&p.

Proposed reports on mine conditions.
I received the following last February from John Lawson, but somehow overlooked it, so that it has not appeared in previous Newletters. My apologies to the author.

'I have thought for some time that newsletters should be a way of informing members about the conditions of the mines they explore. This knowledge could then be used expeditiously, to help them in planning underground visits, which by their very nature require planning and necessary equipment.

These are observations noted during three recent visits made by some CATMHS members:

1. Baron's Sump, Longcleugh Mine – Smallcleugh random, Nenthead
I visited this underground engine house in late December 2004 and observed the following:
An excellent restoration of the Smallcleugh entrance has been completed. Congratulations to those involved from the Northern Pennine Heritage Trust (Members can see pictures of the original in Raistrick & Robert's book, photos 184 & 185).
The route, via Smallcleugh Cross Vein, the Flat Cross Cut, Brown's and Hetherington's flats, was as expected. The first fall on Middlecleugh 2nd Sun Vein has been widened; however one of the sumps taking water to Capelcleugh has become blocked and consequently the water in this section is nearly waist deep.
The second fall on this vein, beyond Carr's Vein junction, has been dug and well timbered.
The falls on Carr's Vein have become even more restricted and should not be attempted by larger people. The rise above the Longcleugh stope has been well spiked and is relatively easy to climb; however the return climb from the Longcleugh stope sub level is more tricky and the use of a rope is advised.

2. Force Crag Mine, Lake District.
The National Trust has gated and inserted two 1 foot corrugated pipes into the entrance of Number 1 Level. They have also back filled it for a considerable distance with 18 inches of concrete.
The road from the mill to Number 3 Level has been removed and the entrance completely sealed with debris.
The only way into this famous mine is now from High Force Level, where a further fall has taken place at the junction of the level and the vein.

3. Rampgill Mine.
This mine was visited over the winter and the following points observed:
A further fall of ginging has added to the mound of debris just beyond Brewery Shaft, on the crosscut to High Fair Hill Cross Vein. As a direct consequence the depth of water in the passage beyond is now 60 cms deep. An examination of the roof directly above the fall revealed that several more of the arching stones are loose, and consequently the water depth will rise even further as this fall stabilises
The route along High Fair Hill Cross Vein to the Rampgill Vein junction (Whisky Bottle Corner) and on to the first Norpex door on the Rampgill Cross Vein Junction shows little change. On entering the first crawl, beyond the door, the water is deeper, which suggests some blockage in the Norpex drains.
Many of the polythene sheets placed in the roof of the Rampgill Horse Level have become damaged and are non functioning; this is assumed to result from passing traffic.

Further debris has accumulated on the falls around the second and third Norpex doors, and in the area immediately beyond the Four Fathom Limestone Sump, proceeding inbye.
The ginging in the roof adjacent to the Rampgill shaft junction shows instability and should not be lingered under.
The re-positioned pipes in the Rampgill shaft were examined, and CAT must be complimented on the work they have carried out. Two air pipes have been retrieved from the shaft and wired and rawl bolted to the wall to form a bridge over the sump. A hand line has been securely fixed to the wall above the pipes.
The roof immediately prior to the junction to the rise to the workings in the High Flat portion of Boundary Cross Vein is unstable, and again loitering is not recommended. (In fact it is my opinion, since so many minor falls have taken place over such a short period of time, some explanation is necessary. The most obvious one being that a slight earth movement has taken place. It does not however bode well for the long term access to this mine, in spite of the sterling work carried out by Norpex in burrowing through these falls.)'

John Lawson.

Meets List

The current Meets List expires with the Boxing Day Meet. In the normal course of events a new Meets list would have been circulated with this Newsletter. However we have been unable to fill the post of Meets Secretary, and at the last committee meeting there was not sufficient time for the Committee to formulate a new programme.

Some recent meets have been reasonably well supported, others not at all. My personal view is that we should reduce the number of meets, avoiding the summer holiday period and the depths of winter. It is difficult to produce a meets programme some nine months in advance of the last meet. How about scrapping the meets list and having a regular meets column in each newsleter? Also, to avoid wasting meet leaders' time it is essential that people intending to go inform the meet leader in advance. If you don't and it has been cancelled or changed, then you have only yourself to blame if you are the only one who turns up!

IM.

Meet reports

Elterwater, July 15th.

Present: D Robson, P Sandbach and dog (ML)

Officially, the meet had been cancelled, but the day was too good to waste, so we went for a walk anyway. We parked on the road up to Elterwater quarry, above an adit which drains into Langdale Beck. Many years ago, Anton got permission from the owners to salvage the rail from this adit, and we spent a long evening exposing the rail from its bed of gravel and leafmould, then sawing it into manageable sections with "Flying Fish" hacksaw blades. It was used in Henning Valley at Magpie mine and the B30 day level, then more successfully at Hudgillburn. At that time, this and many other levels led to some large closeheads. All of these workings have now been consolidated into the current quarry, and even that has changed since our visit in May.

Our intention was to follow the route of the May 22 meet, but we missed an obvious and well signposted turning and followed the road down the valley bottom to Souters Quarry. I think that I have been here before, on a CAT meet, when the quarry floor was clear of scrub

and there was a series of corrugated iron sheds either in use or recently abandoned. Now the larch trees are 15ft high on the quarry floor and the only shed left is hidden by scrub.

We needed to gain some height if we were to find any more quarries, and the only way of doing so was to climb through the bracken and boulders to Colt Howe quarry. It was near Colt Howe quarry that a red squirrel dashed across our path. We explored the quarry, photographed the magazine and stopped for lunch before trying another uncharted route to Lingmoor Quarry. The incline was still steep, but now it was hot and overgrown with bracken. From the top of Lingmoor, the view was superb, then we went looking for Levels (dis). We fought our way through bracken to one set of spoilheaps where there were no levels open, then through more bracken to another site where the workings were guarded by nettles and fallen trees. It was too hot to break through the undergrowth, so we called it a day and returned to the car.

Cumbria Wildlife Trust would like to hear of squirrel sightings, both red and grey, and particularly in South Cumbria, where the battle is currently being fought. You can contact them through their website.

Peter Sandbach

Visit to Faggergill Mine July 30th

It was a wet Saturday morning, more like autumn than summer. The meeting place was the C.B. Inn (C.B. standing for Charles Bathhurst) in Arkengarthdale, North Yorkshire, at 10.00am. This was a combined trip with Earby Mines Research Group (EMRG). Dave Carlisle, who has a vast knowledge of this mine, had advised me to limit the numbers to six from CATMHS and that there would be one or two from EMRG.

In the meets list I had asked that anyone wanting to attend this meet should contact me by phone. I had not received any calls and no one turned up. I put this down to summer holidays and it being a Saturday rather than a Sunday. If anyone knows of any other reason, please give me a call. CATMHS now has a new meet leader called Billy Nomates. I am reliably informed that he has led meets before.

So, there were three of us, Dave, Alex Law and myself. Dave and Alex, along with others from EMRG, have done a tremendous amount of work in this mine over the years, discovering ground, which had been lost to time. We set off from the C.B. and travelled up the north side of the valley in Dave's Land Rover to Faggergill level.

Once in the mine, we had the 'wet bit' to go through. This water was some of the coldest mine water that I have ever experienced. We progressed along the 4th string and eventually reached the base of the Hurgill shaft, which was sunk to test the ground at the eastern end of the mine. We then turned east to 'Little Man Cave' and on to the incline, which connects with the Stang Mine. After a break for lunch we made our return journey along the 5th string back to the main crossing, eventually returning, with understandable anticipation, to the 'wet bit'.

This mine is very complex and I would not have attempted to find my way around without the guidance of Dave and Alex, to whom I am most grateful. If anyone would be interested in visiting Faggergill, I would recommend that they contact Dave, who has said that he would be happy to show them around.

It would probably have to coincide with an EMRG trip.

John Brown.

Lowfield, August 10th

Present: P Timewell, A Bryson, W Quinn, P Sandbach (ML) and dog.

The footpath from Urswick to Lowfield begins as a farm track near the General Burgoyne. After crossing the road near Maskells it is again a farm track, but near the top of the hill, it becomes wide and straight, with an even gradient. It is lined with earth banks, once topped with a dense hawthorn hedge, now grown to trees. There is a cattle crush and a sheep pass under the roadway, but whatever it was it was not a long forgotten tramway, as advertised in the meets list. It seems to have been built before 1850, but I cannot imagine why. After about 100 yards the track ends with three gateposts and for the next two fields, the footpath is only a line on the map.

There should be a lake on the right here, but it was dry, as was the subsidence at Lowfield. We joined Green Lane by the railway bridge and turned towards High Carley. We would have looked at the site of the shaft, but the track to Lowfield is now a private drive, with gardens and shrubs. The engine house at Lowfield was converted to two luxury houses. It is one of the best conversions that you will find, because it retains the solid shape of a Harrison Ainslie engine house, a big brother to the farm shop at Diamond Pit. It was rebuilt without the aid of government grants or building preservation trusts and the only complaint is that they called it "Lowfield Barn".

The engine bed at Green Lane pit would have been photographed for the relic survey, but first there was a bull in the field, then there was foot and mouth, then the rubble from High Carley hospital was dumped on the site, so now it is gone. Going straight on at the crossroads, we passed the site of High Carley and were unimpressed with the new estate.

Taking the second footpath on the right, we saw some more limestone scenery before descending into Urswick. There was just enough warmth and daylight left to enjoy a pint at the General Burgoyne before returning to the start.

Peter Sandbach.

Hudgillburn 9th October

There have been problems with the water run off above the entrance to the mine. Water, which normally found its way to the burn via a small water-course above the recently renewed stone arching, has been spilling over and washing soil through the stone into the level. The damage seems to have been caused by livestock crossing or drinking from this water-course. The sides had been badly broken down.

It was decided, at short notice, that some of the digging team should visit the site and carry out remedial works to make sure that the water no longer flowed into the entrance during times of heavy rain. When we arrived we found that the landowner had already been and done some of the work, saving us a considerable amount of time and effort. Nevertheless, we still had a large amount of work to do. The level floor needed clearing between the adit- gate and the chamber beneath the bedrock. Despite having water and soil running through it the stone arching and walls, which were recently replaced, look to be in very good order. This has been a job well done.

John Brown

Deep Level - Deep Water - Deep Trouble!!

Jeff Wilkinson and Mark Ellyatt

Though no longer a member of C.A.T. I feel sure this article will be of interest to members.
It continues the great tradition of exploration in the Coniston Coppermines.
It is unlikely to see any repeats from even the most fanatical or experienced mine explorer!

Background by Jeff Wilkinson Over the years hundreds of mine explorers have peered into the flooded Old Engine Shaft at Coniston and wondered what it was like down there in that eerie, hostile, subterranean world! In 1996 I was involved in a project with extreme diver Rich Stevenson. He was keen to see how deep he could go down the flooded Old Engine Shaft. My memories of those dives were the mass of gas tanks, a shivering, blue lipped Rich hardly able to speak and the feeling of being part of a special exploration event. Sitting alone in a tunnel for 3 hours, with only the noise of air bubbles for company did a great deal to a vivid imagination! A staggering depth of **126 metres** was reached. I have since learned that back then Rich was in unknown territory pushing the absolute limits of deep Tri-mix diving. I tried on many occasions to get him to write an article about his dives but sadly it never happened.

In 2002 while working at the Ruskin Museum I was approached by a guy who was showing an unhealthy interest in Dave Bridge's Coppermines CD-ROM and asked probing questions about a certain deep flooded shaft. Déjà vu! Within a few minutes it became obvious that this was no scuba diver trying to impress. The following article by Mark was written for a diving public so it is a bit technical but it does however capture the spirit of exploration, beyond any support or rescue, and ALONE. Technology has moved on a great deal since 1996 but make no mistake this is still high-risk cutting edge stuff, in a hostile environment. To quote Bill Smith who worked in a mere 45 metres of open-water to recover Bluebird from Coniston Water ***"they (deep Tri-mix divers) are technically brilliant but die with monotonous regularity"***. Sounds a bit harsh.
A mind-blowing depth of **170 metres** (around **557ft**) was reached taking him past the magic 90 fathom level! Amazing.

Copper Mine Dive by Mark Ellyatt.

Saturday 26 Oct 2002, the date for my latest sortie into Coniston Copper Mine. The four previous dives were carried out to obtain video footage and feel more comfortable with the 309m deep, 2m square shaft with its 9° C water temperature and pitch black darkness.

Finding buddies who would assist in diving the mine was almost as tricky as the dives themselves. Christina Uwins (Medical student/Divemaster) and Brian Gilgeous (commercial diver) were ideal for the job. Both had dived the mines before, both were experienced with technical diving, and decompression medicine and even better, both were free that weekend!

Jeff from the Ruskin Museum was a mine (free pun) of useful information. As a museum custodian and a past explorer of the mines he had access to articles and plans and was very helpful with his knowledge of the mine systems.

The weather that weekend was very wet and windy; the mine entrance can only be reached by crossing a rain swollen river. Mark, Christina and Brian carried the equipment into the mine over 2 days in 6 hour shifts! Carrying twin 20 litre tanks over rapids takes a lot of care. When all the kit was in place, the deco tanks staged on lines, we exited the mine to relax and suit up before the dive.

Dive tanks were a 20 litre twinset of Trimix 5/76 bottom mix, stage tanks of Trimix 14/50 and Trimix 20/30. Brian would descend to 60m supply backup 20/30 and remove the used 14/50. Christina would descend to 40m with Nitrox 32 and 36. At 21m a 20 litre stage tank of Nitrox 50 was pre-staged together with a 7 litre of Nitrox 50. The 20 litre tank was to be used during in water recompression if the need arose. At 6m we staged a 12 litre twinset of oxygen with long hoses to reach the 3m 2m and 1m stops.

Attached to the big twinset was the argon suit inflation, and battery packs for Otter Electric Suit Heater system and Abyss HID lighting. While kitting up a backup light fell into the void...never to be seen again.

With the kit checks done, I slipped into the black water, the rain pouring like a water fall down the shaft above, the visibility was nil near the surface.

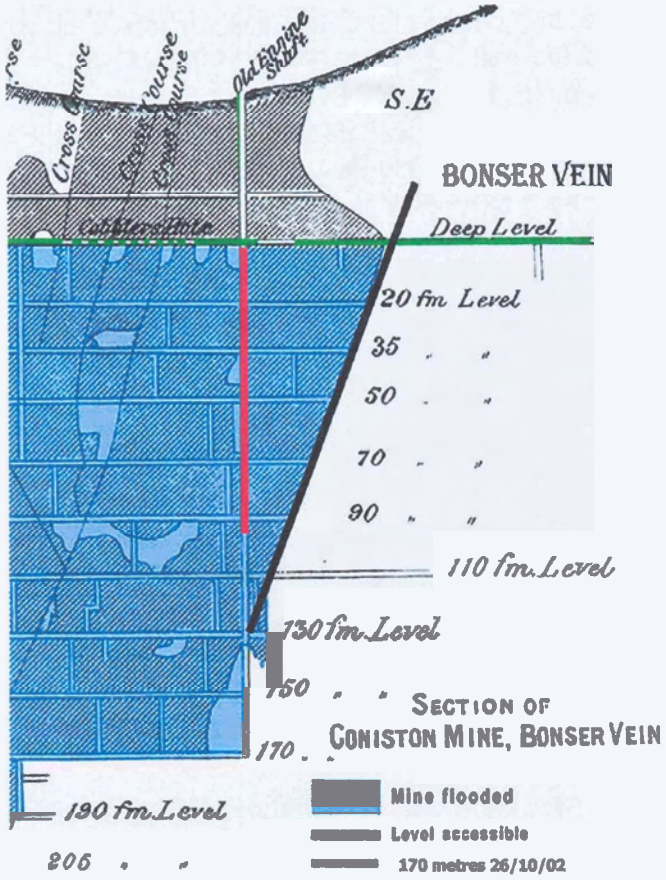
Descending through the darkness, I dropped to the first restriction at 33m. At various levels, the shaft has stagings and crosscut tunnels that join it where the copper ore vein was intersected. I placed my weights into this tunnel, as I didn't need additional weight below this depth. I clipped my strobe at the tunnel entrance.

Dropping down to 54m on trimix 20/30, I passed the next restriction and swapped directly to Trimix 5/76 bottom mix. It was very easy to breathe so I turned in the resistance screw on the second stages and checked all venturi levers were set to the minus position to avoid free flows. I signaled back to the surface with 2 pulls for OK on the descent line.

The topside cover could watch my progress on the 6 foot square black water virtual "TV" screen in front of them. I would pull the line periodically to indicate my progress. At 150m and 7 minutes into the dive the next big restriction came into view, it was a solid staging platform covered in debris. I carefully started to remove the timbers and pile them up on one side so I could get past. At 160m and 9 minutes another pile of timbers stopped my progress and I worked carefully to remove them, the visibility was bad. I noticed a glow below me and was very surprised to see my lost dive light sitting back from the main shaft, glowing brightly. My primary light consisted of a Suunto Navy 80 which was working fine and an Abyss HID light, which proved less water tight at 130m!

At this point I did a kit and self check. I was down to 170 bar, and 2 Q40 headlights had gone to sleep, my head mounted chem-lights had also split from the pressure and were all leaking green alien blood! I checked my twin SL6's and SL4 backup lights, they still worked fine. I felt no HPNS symptoms, only a dull ache in the spine area.

I picked up the lost TEC 40 light and dropped further. The wooden floors were coming far more often than in the shallower areas, the next one just 7m lower at 168m. This staging consisted of 2 solid diagonal timbers which each bisected the shaft. Large timbers lay loosely on top. I removed these. **Dropping through the gap I'd made caused my twin-set to get wedged on something. I tried to pull back up but my side mounts were now below the level and I was stuck.** Visibility was almost nil; I shut my eyes to relax. Alarm bells started ringing in the back of my mind. I was pretty much trapped. It was time to leave at 12 minutes descent time, but I could afford another 7 minutes at this depth before the deco plan using the RGBM algorithm would be compromised.



I tried to free myself upwards, but could manage nothing. Concern flicked across my mind, I looked at my back gas contents gauge, it showed 100 bar. I slumped down and found my back tanks free but only going downwards. I dropped below the restriction, down to 170m now 17 minutes in and 70 bar left. I checked my isolator valve…maybe it was off, but no luck there. I looked up at the underneath of the floor, looking for a way through. I moved across the shaft, and put my hand up and started to fin up, the loose timbers lifted and with a big effort I was through. The plan called for 147m by 20 minutes. I got there early and started the deep 30 second stops. My mind slowed down. The 15 metre END helped enormously.

The next stops trickled along, but, by 130m my back gas tanks equalised with the surrounding pressure, and would not supply gas. I turned on my left stage tank of Trimix 14/50. For some reason it just free-flowed violently, I put it in my mouth. Taking a breath I turned the tank off. This tank was to be used at 90m and shallower, but needs must so I used it. With all the excitement I forgot about the next restriction near 120m. It wasn't much of a restriction, taken on the correct side. **I ascended into the wrong side and was wedged into the cross timber.**

On this mix, my equivalent narcosis value was 60m ish. I had a stop here for a minute and used the time to signal to the surface I was trapped at 120m with twelve pulls of the rope. I got a response asking if I was OK. I wasn't, and definitely needed support diver Brian to descend earlier than planned, bringing the spare gas. There was no rope signal for this, so it didn't happen. I'd asked Brian and Christina not to attempt giving assistance below 60m, because of the restriction dangers at this depth.

Dumping the gas from my wing and suit, I got free and headed up. With the free flowing reg still going it didn't last as long as it should and by 100m the tank stopped breathing. I closed it and switched to my trimix 20/30. Every few breaths I would swap to my back gas to average out the high p02. All the stops over 30 secs were reduced to 30 secs, to reduce gas consumption; also the planned max depth wasn't reached. By the time I reached 60m I was ahead of schedule by almost 10 minutes, Brian wouldn't be coming for a while. It left me breathing whatever was left during the stops. At 60m I settled on top of the restriction here. I dumped all my wing gas and replaced it with exhaled trimix 20/30, this might be useful soon!

Brian showed up by the time I got to 40m. I ascended up with him still breathing my 20/30 and back gas till 21metres. The first tank on a rope appeared at 21m it was nitrox 50. This stop at 21m I increased from 6 minutes to 40 minutes, an ounce of prevention here could save some trouble later.

At 6 metres I moved onto oxygen for 30 minutes, then 4 metres for 20 minutes and 3 metres for a further 30 minutes, every 15 minutes I would have an air break for 5 minutes. I chose back gas switching here but this was a mistake because of the really hypoxic trimix 5/76, **after just 2 minutes of breathing this I felt my brain and vision shutting down**, so it was quickly back to the oxygen. The further air breaks I used some trimix 20/30 (the theories behind this, attempt to prevent pulmonary related decompression problems and not simply buffering the CNS clock). A further ten minutes at 2m and ten minutes at 1m served to relax my bodies' gas tissue tensions, a useful technique I'd used before when forced to deco on back gas etc.

After all this extra deco, I felt confident that the bends were not coming. With all the extra deco stops, it meant close on **200 minutes in the cold water**. I was still warm and dry, my drysuit worked perfectly. I had spoken with Otter a couple of weeks before and they mentioned a new Artic 300 undersuit. I got one of these and was very pleased I did. My support divers had mere mortal undersuits and felt the cold pretty much throughout.

I would still like to explore this mine shaft deeper, but any further deep dives would need several clean up dives in the 170m range. The reasons for doing these deep dives are mostly for the exploration and adventure. Another reason is to improve my teaching ability as a Trimix instructor trainer. **Mark Ellyatt** © *Images added to this article by Jeff Wilkinson*

Summary by Jeff Wilkinson. Photo showing a large square hole in the wooden partition (which separated the main shaft from the ladder way/pump rods) was edited from a video stream which Mark took during one of his earlier dives. Mark also entered one of the crosscut tunnels on an earlier dive and could see where it intersected the Bonser vein. Some of the lower stagings appeared to have been completely timbered over and at his deep point the shaft for some reason was starting to become wider. Could this be due to geological faulting or was the shaft getting close to the Bonser vein system? Records say that the Bonsor vein intersected the shaft considerably lower, at the 130 fathom level. He also commented that the wooden ladders within the partition continued all the way down the shaft.

*Some weeks later Mark asked if the museum would be interested in having a **solid copper ingot weighing about 60kg** which he had recovered from a dive wreck. It turned out to have a very interesting history.*
Mark removed ingots from a wreck sunk off the Channel Islands in 1916. It was the French vessel "Jean Marie" which was sunk by the German submarine "UC18". The submarine in-turn was sunk nearby by the disguised torpedo boat "Lady Olive" which was also sunk during the exchange. All in all a busy couple of days! The fact that the French owned "Coniston Electrolytic Copper Works Ltd" produced copper ingots from ore recovered from the spoil heaps at Coniston by the new electrolytic process between 1911-1914 gives us a tenuous link, though it would probably be stretching it a bit too far to suggest that it was originally produced here at Coniston. Wouldn't it?

Update 7/9/05 Had a call from Mark. I was delighted to hear that he was keeping well and still alive! He has also broken the **World Solo Diving Record** with a dive of **313 metres or 1,026 feet!!** Total time in the water, 6hrs 36 mins. Absolutely amazing. The dive details are on his website:- www.inspired-training.com **Now then, how deep is the Old Engine Shaft? I wonder!!**

Roanhead Model missing

Whilst on the phone one day (I think it was Peter Fleming) I mentioned the Pithead my uncle had built which was in the Dock Museum. He said he would go and have a look at it and suggested I write a piece for the newsletter with photographs.

My uncle, in the latter years of his working life and during his retirement from Glaxo, spent many hours meticulously constructing a unique model in pitch pine and stainless steel of a typical Roanhead headgear. This was done from his personal memories noting details which are not recorded elsewhere making this an invaluable historical record. Such things as the method of signalling the winding of the cages, the detail of the cages and the detail of the shaft timberwork.

This was built on his loft and was visited by many notables in the field of mining history in the area, who always said that it should be displayed in a museum for everyone to see.

When my uncle sadly died several years ago he left me written instructions on how to dismantle this structure as it was his wish to have it displayed as he had often been advised.

Steve Blackbourne from the Dock Museum came to have a look and said it would be an asset to have on display.

It was more than twelve months before my aunt could bear to have it removed.

It took several days to remove it as I had to mark every single piece of wood to ensure it went back in the correct position. I also took video of the dismantling process as a double check.

As it was built without a winding house, I had to improvise and used as a basis the building at diamond pit (yes I know it was not a winding house, but thought it would fit with its architecture). I decided to use heavy duty castors on a new base, as the base my uncle used was unsuitable for its new role. I retained the same basic structure with two underground levels, which I intended one day to illuminate for children to look into via clear perspex side panels.

A large amount of new wood was purchased and the basic structure built up in my garage into manageable pieces, that would not stick too far out of the boot of my hatchback.

Several days, and periods after work at BAE, were spent in the Dock Museum loading bay rebuilding everything he had created. It was complete with a highly detailed Furness railway wagon and four stainless steel ore bogies loaded with haematite. In addition to this he had also made miners tools to scale in stainless steel, such as picks, shovels and an axe. Pitprops were stacked ready to go underground.

I did much work to add to the detail such as covering the site in brown plaster carrying wagon marks, footprints and weed growth. This indicates the detailed nature of this unique model.

As my hard disk with my photos on had crashed major style, I was in contact with the desk in the museum to arrange a visit to take more photos. At this time I had forgotten that my wife had taken some pictures on roll film on completion of the display.

A couple of weeks ago I had a call from the Dock Museums new curator saying someone had asked to see the pithead

and she had been unable to locate it! She requested me to go down to identify it. As it is nine feet long and five feet high I was somewhat worried.

After visiting every part of the museum it was obvious to my great consternation that it had disappeared.
It was so delicate that I would have been very reticent to move it complete myself.

She told me that it was removed during the tenure of Joanne Howdle who it later transpires does not remember what happened to it!!! It seems she had an aversion to paperwork as there are no records.

Sabine, the present curator is doing her best to locate this valuable object having visited BAE where Joanne thinks it had gone to – why is anybody's guess when BAE are trying to get rid of surplus material. I would beg all readers to make any enquiries they can through any sources to locate this so that it may be displayed for future generations. Please contact me on 01229 463558.

Richard Quirk 21st July 2005

I received this article just too late for inclusion in the last Newsletter. Since then I have received a phone call from Richard to say that he has now located the model – it was in a store room at BAE Systems, in Barrow. I understand that it is to be housed for the time being in Lindal Church and that Richard intends to do some more work on the underground part of the model. Any-one wanting to see it should contact Richard on 01229 463558.

Honey - Even the Hard Men from the Welsh quarries might blench at this prospect!

We witnessed a curious drama when the Nepalese came to gather honey. The Tibetan Government has officially forbidden Tibetans to take honey, because their religion does not allow them to deprive animals of their food. However, here, as in most other places, people like to circumvent the law, and so the Tibetans, including the Ponpos, allow the Nepalese to have the honey they collect, and then buy it back from them.

This honey taking is a very risky adventure as the bees hide the honeycomb under the projecting rocks of deep ravines. Long bamboo ladders are dropped, down which men climb sometimes two or three hundred feet, swinging free in the air. Below them flows the Kosi and if the rope which holds the ladder breaks it means certain death for them. They use smoke-balls to keep the angry bees away as the men collect the honeycomb, which is hoisted up in containers by a second rope. For success of this operation perfect and well-rehearsed combination is essential, as the sound of shouts or whistles is lost in the roar of the river below. On this occasion eleven men worked for a week in the ravine, and the price at which they sold the honey bore no relation, to the risks they ran.

From "Seven Years in Tibet" by H Harrer, probably still among the hardest of hard men.

Conglog Slate Mine
Cwmorthin, Blaenau Ffestiniog
By Jon Knowles

This report is based on underground survey work undertaken by members of the Cumbria Amenity Trust Mining History Society in 2002/3. The members involved were John Aird, Chris Cowdery, Mark Waite, John Ashby and the leader was Jon Knowles. This a formal record of a number of trips one of which was written up in NL No.71 and was prompted by celia Hancock providing a plan of the workings.

Photograph 1. A General View of the Site in August 2005. The track rising Cwmorthin to Rhosydd cuts through the tip from floor C whilst the tips from floors B and A can be seen below. On the hillside above are the open chambers C1, C2, C3 and C5.

When reading this description reference needs to be made to the "Plan of The Glyn Ffestiniog Slate and Slab Quarry in the Parish of Ffestiniog Merionethshire" dated October 25th 1903.Four floors are shown as having been worked lettered A to D in ascending order.

Floor A. This is a blind trial 105m on a bearing of 131 degrees. Drill holes indicate it was driven by compressed air.

Floor B. This is the only significant underground work. The adit is 249 m long from its mouth to a blind heading. Slate has been worked in two veins. 56m from the mouth a small chamber (**B1**) has been developed to the South. At this point there are a set of spoon points and the fallen remains of a tripod crane.

After a further 40m it is necessary to squeeze past a rock fall to enter a large chamber (**B4**) into which water falls from the darkness above. From this point onwards rail track is in situ. This chamber is 14.5 m wide and connects with the surface in two further ways:-

1. A small roofing shaft, which is partly slabbed over on the surface, breaks into the top of the chamber. This was descended and where it breaks into the chamber it is 30 m above the floor.

2. On the southern side a low tunnel on the surface breaks into the side of the chamber and it is from here that the water falls. This tunnel was driven from the chamber out to day so is clearly a roofing or ventilation shaft.

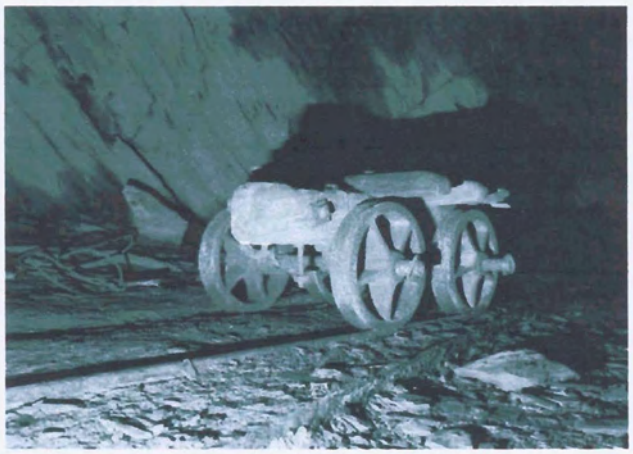
Returning to the floor and continuing inbye a cross-cut gives access to four further chambers (**B2, B3, B5 & B6**) although one (**B5**) is a continuation of the main chamber (**B4**). Only the second chamber to the north (**B6**) is significant and this rises past floor C. It contains a slab wagon (Photograph 3) and a full rubbish wagon (Photograph 2) together with the fallen remains of a tripod crane (Photograph 4). Ascending this chamber gave access to floor C where a fine jumper was found. From here it would be possible to exit into C3 although it

would be a squeeze between fallen rocks. From the extant remains it is assumed that **B6** was the last chamber in production.

Photograph 2. Loaded rubbish wagon in chamber B6.

The first chamber to the south of the level (**B3**) was also ascended and a tunnel connects the top of chambers **B2** and **B3** with the main chamber **B4**. This is assumed to be on the floor C horizon.

The depth of water in Floor B adit varies with the weather and it is often waist deep but once beyond chamber **B1** it is dry.



Photograph 3. Slab wagon in chamber B6.

Floor C. The adit is accessed from the top of the incline and is immediately run in. Climbing the hillside it is possible to rope down into either **C1** or **C2** and explore from there. Chambers **C1**, **C2**, **C3** and **C5** are all open to day.

The in-bye extension of the floor C adit has been cut by chamber **B6** and can be seen but has not yet been entered. The entrance to Chamber **C4** was not seen. Both of these points could be bolted up to. Chamber **C5** is not shown on the original 1903 although a tunnel has been driven towards it. However it does exist and is shown on the 1919 OS map so it is assumed that this chamber was developed between 1903 and 1919.

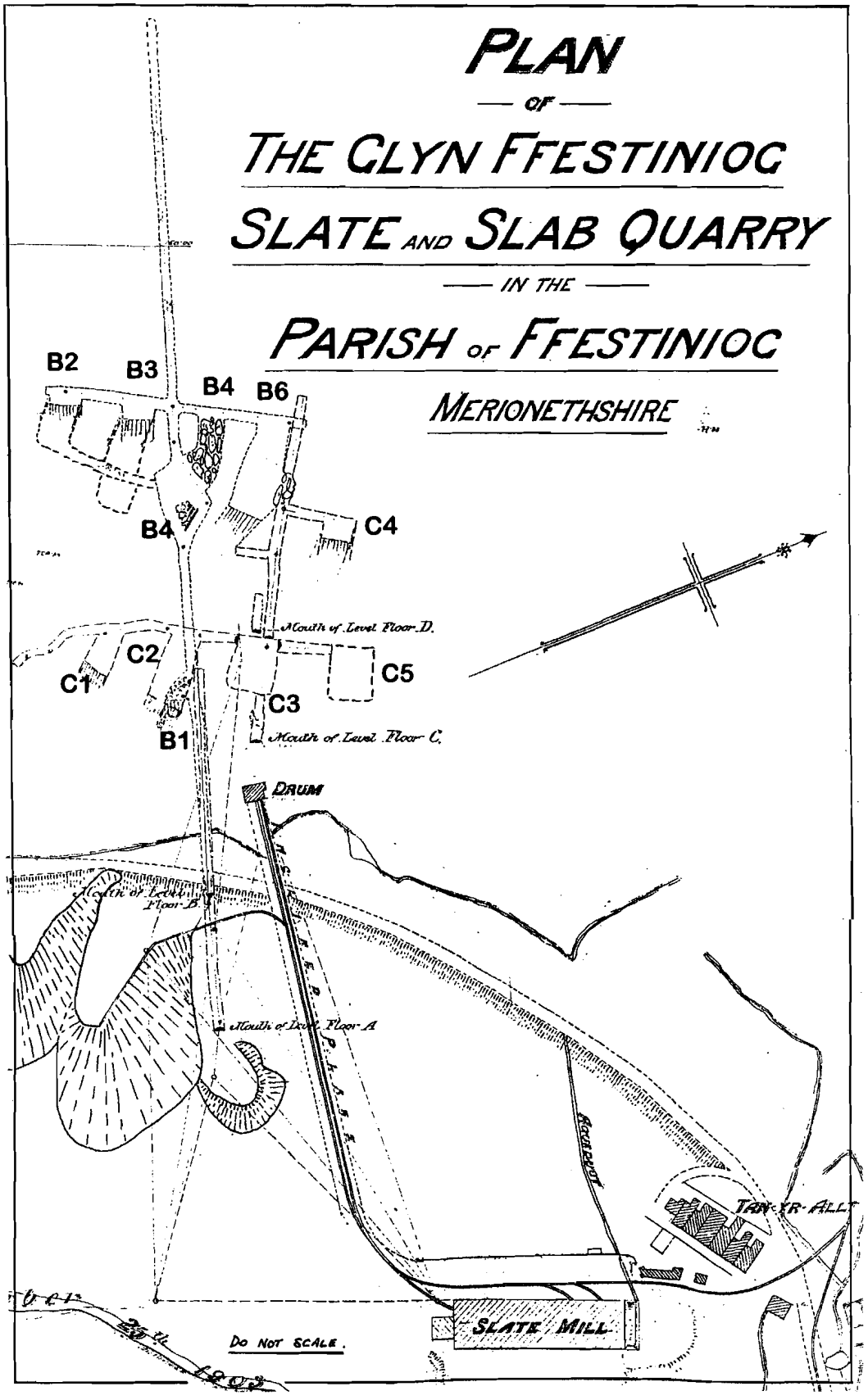
Floor D. This floor was not found.

Photograph 4. Fallen tripod crane in chamber B6.

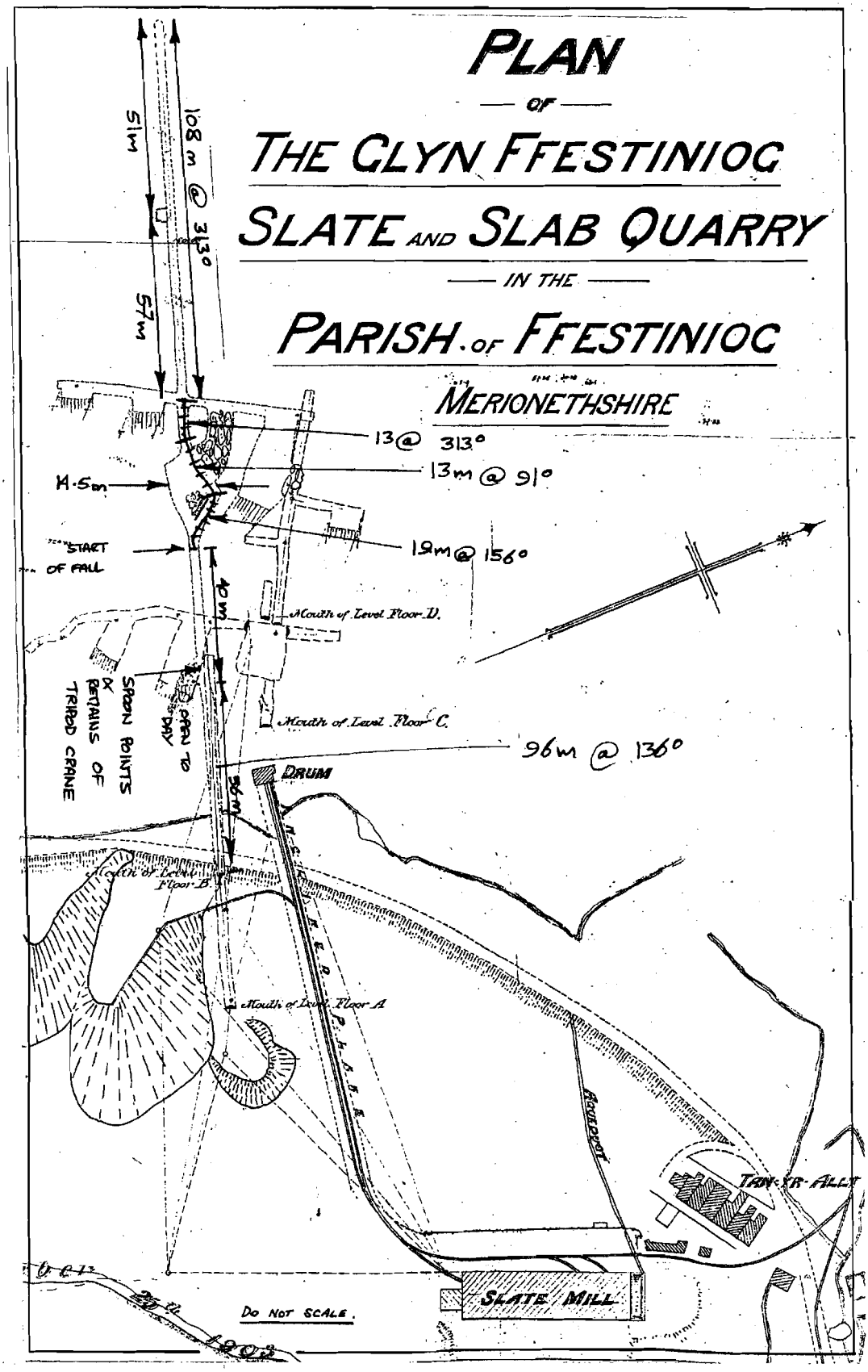
Note the bearings taken on the recent survey seem very different from those shown on the 1903 plan. For example the Floor B was recorded as being on a bearing of 313 – 316 degrees whilst the plan gives 288 degrees. Checking fixed features such as the mill against current mapping, it appears that the north shown on the 1903 plan is incorrect. Assuming that magnetic, rather than grid, north is shown this may account for 15 degrees of the difference but certainly not all of it.

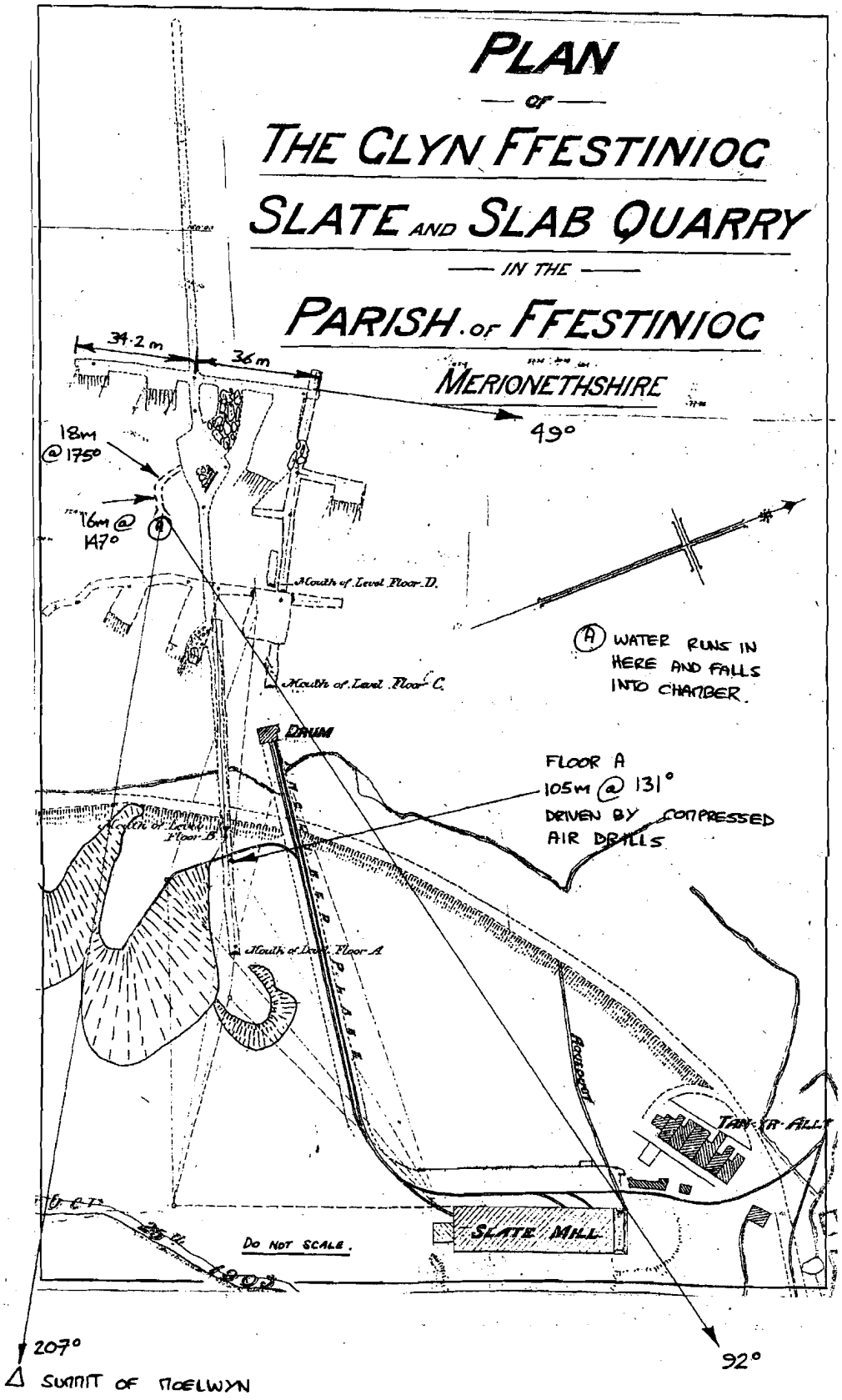
Those who are seriously interested in the site can obtain a coloured copy of the plan from the author.
Jon Knowles
September 2005

The raw survey data is attached. Note that dimensions and angles are not to scale.

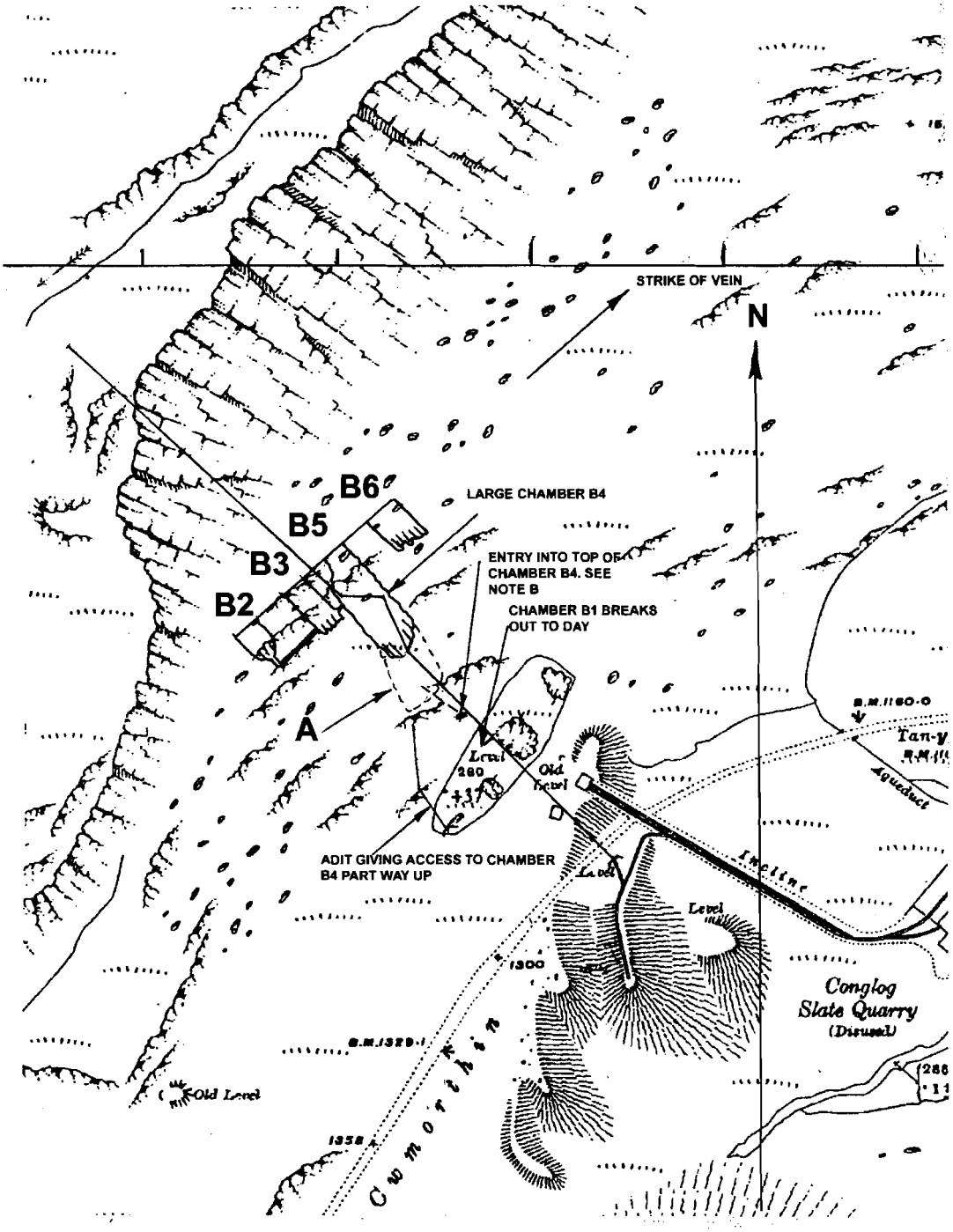


Plan of Floors


PLAN
— OF —
THE GLYN FFESTINIOG
SLATE AND SLAB QUARRY
— IN THE —
PARISH OF FFESTINIOG
MERIONETHSHIRE
108 m @ 313°
51m
57m
13 @ 313°
13m @ 91°
19m @ 156°
4·5m
START OF FALL
40m
Mouth of Level Floor D.
Mouth of Level Floor C.
96m @ 136°
DRUM
56m
SPOIL BANK
X RETAINS OF TRIPOD CRANE
Mouth of Level Floor B.
Mouth of Level Floor A
TAN-YR-ALLT
SLATE MILL
DO NOT SCALE.



Note that in the above the bearing at 92° is to the NW corner of the mill.



Scale :1250

A = Approximate outline of chamber B4 at roof.
B = Roofshaft opens into top of chamber from where there is a 30m vertical drop to the floor. Minimum 50m rope required.

Surveyed 26.10.02 by JK, CC, JA & JA. Drawn 04.11.02 by JK. Further surveyed 09.02.03 by CC, JA, MW & JK. Additions to drawing 13.03.03 by JK.

Mark Up on 1919 25" OS Map

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

Committee Meeting held on the Monday 4th July 2005 at the BMSC Hut at Coniston, starting at 6.30pm.

Agenda.

1	Apologies for absence	2	Minutes of the last meeting
3	Matters arising	4	Secretary's Report
5	Treasurer's Report	6	Membership Secretary's Report
7	Meet Report	8	Newsletter
9	Publications+Slate from Coniston	10	Library
11	Coniston Coppermines	12	Hudgillburn
13	Mines Forum meeting	14	CATMHS website
15	Date and venue of next committee meeting	16	Any other business

Present M. Simpson (MS) S. Barker (SB), J. Aird (JA), I. Matheson (IM), P. Fleming (PF), M. Mitchell (MM), & A. Wilson (AW).
The meeting commenced at 6.30 pm. 7 members attended.

1 Apologies for absence from: - D. Bridge (DB), J. Brown (JB) & M. Scott (MSc).

2 Minutes of the last meeting

The minutes of the committee meeting held on Monday 16th May had been previously circulated to members, it was **PROPOSED** by PF and **SECONDED** by MM that the minutes be signed by the chairman as a true and correct record of the proceedings. This was carried unanimously.

3 Matters arising

3.1 Item 4.2 SB - form and photograph had been sent.

4 Secretary's Report

Received since last meeting:

4.1 LDNPA -Nil

4.2 NAMHO - The 2005 annual conference will be held near Box Hill, Dorking on 8-10 July. The booking forms are available on the NAMHO website. 2006 Conference will be held in Wales.

4.3 BCA - The 2005/6 Handbook, Hidden Earth Conference this year will be held in Mendip on 23/25 September.

5 Treasurer's Report

JA presented his report and the balance sheet covering the period from 17th May to 4th July, the current a/c stood at 3577.18 and the Scottish Widow a/c at 4900.00. Income for the period was 1366.64 and expenditure 3067.52.

JA informed the committee that the Newlands Furnace Trust were over spent on their budget and were seeking further funding. There would be a 'Heritage Open Day' at Newlands in September. There was nothing to report regarding Mandall's Office, an option of buying the property was discussed.

6 Membership Secretary's Report

IM had received three membership enquiries recently, including one from Belgian regarding the Hechteter family.

7 Meets Report

The recent meet visiting the iron furnaces of South Lakeland had been a success.

8 Newsletter

IM would be sending out the next NL at the end of August and would like articles in the next two weeks.

9 Publications

JA was expecting 'Slate from Coniston' to be delivered to him next week. It was decided to charge a retail price of £11.99, trade 8.00 and wholesale 6.00 per copy. ADC would deliver 400 to IM for local sales. Quotes had been received for the reprinting of 'Lakeland's Mining Heritage'; no decision was reached. 'A Walker's Guide to LMH' was discussed. IM suggested maps showing the walks could go on CD, which would go with the book.

10 Library

The Curator had now left the Armitt Library, no replacement yet. The Haygill letters were now in the CAT collection.

11 Coniston Coppermines

MM reported on the burst water pipe (between Levers Water reservoir and the treatment plant), there had been a lot of damage to the track and surrounding area. The flow of water had exposed interesting features on the dressing floor below. These had been photographed. MM thought it would be of benefit if we approached J. Hodgson regarding the possibility of us clearing away the debris and exposing these features. It would be a good place for an interpretation board to give information to the many visitors who pass that way, action MM.

12 Hudgillburn Mine

The work meet to be arranged to dig a drain above the mine.

13 Mines Forum meeting – 01/07/05

The following policies were discussed:

a) Field Research Policy
b) Safety Policy
c) Risk Assessment for Underground Visit.

MM had put in a lot of work on the above, small adjustments were needed before he sent them to J. Lund for acceptance.

Proposed work at Goldscope was discussed, a site visit must be arranged to decide on the method of work, before a proposal could be finished, JB would attend. JH would arrange a date in August with English Heritage.

MM had been unable to attend the Nat. Trust conference in Birmingham. J. Lund reported that the National Trust had decided that on their property mine visits by bona fide groups would not need a license, work would however still need full permissions. In the afternoon we took six members + Julian Lampton (agent for Rydal Estates) into Levers Water Mine, to see the work done by CAT to re-open the mine and secure the portal. In the CAT roundup of our activities PF reported on the deteriorating condition of the Middle Level Incline at Paddy End and produced photographs. The next meeting will be on 30th September, 10.30 at Greenside Mine, with an afternoon visit to Lucy Tongue Level.

14 Date and venue of next Meeting

To be held on 3rd October 2005 at the BMSC Hut, Coniston, at 6.30 pm.

15 CAT web-site

No progress at present.

16 Any Other Business

16.1 MM had repaired the drill - cost 58.75.

16.2 MS reported progress on the P. Meredith project. It had been decided that the project was not suitable as a student project but could be carried out by a technician. PF would do research for the project proposal.

There being no further business the meeting closed at 9.00pm.

SB 06/07/05 Chairman

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

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