

Cumbria Amenity Trust Mining History Society



photo Sam Sparks

LOGAN BECK DIG JAN 89

Newsletter No 30

JULY 91

CONTENTS

	PAGE
RED EARTH PUBLICATIONS	1
NAMHO 91 CONFERENCE REPORT	2-3 ALISTAIR CAMERON.
LOWWOOD GUNPOWDER WORKS	4-5 JOHN HELME.
SHAFT DRIVE-LEGEND OF SISIS	6-7 ANTON THOMAS.
FURNESS PROJECT STATUS	8-9 " "
LOCAL NEWS.	10 ANNE DANSON.
FORTHCOMING CAT TRIPS	11-12 ALISTAIR CAMERON.
GREAT ORME EXPLORATION SOC.	12 PETER FLEMING
FORTHCOMING RESTORATION PROJECT	13 IAN MATHIESON.
OLD ENGINE SHAFT UPDATE	14 " "
MEETS.	15-17.

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Red Earth Publications

We have recently updated our desk top publishing system and can handle data from virtually any word-processing package on 3.5" or 5.25" disc (Ascii, Wordstar 3,4 & 5, Multimate, MS Word, Writer, WordPerfect 4 & 5, XyWrite and 8-Bit Ascii). We are broadening our operations to publish commercially-viable material (books that actually sell) but will continue to produce our aesthetically pleasing series on mining history and related subjects. From September we will be offering a typesetting service and will be branching into commercial printing - ie. letterheads, compliment slips, brochures, company reports, leaflets, etc. So if anyone out there wants to do business and take advantage of our special NAMHO discount, please ring our chief executive, Alen McFadzean, on 0229 64172.

C.A.T.M.H.S. - RED EARTH joint publication (photographic study of the Lake District mines)

We are up and running regarding the production techniques. You writers and photographers out there are lagging behind. We have not received any new copy since the last meeting. If the book is to achieve maximum sales then it must be ready for printing by Christmas at the latest.

NEXT BOOK OUT will be Ian Tyler's history of Greenside Mine and the lead mines of Patterdale. To ensure you acquire a copy, place your orders now with Red Earth Publications, 7 Silver Street, Marton, Ulverston, Cumbria. Special discount for C.A.T.M.H.S. members. This book will be even more successful than Force Crag, Ian's first contribution to the literary world. Make sure your orders are in before we sell out. These books will be collectors items one day!

COPIES OF Force Crag: the History of a Lakeland Mine, by Ian Tyler, are still available but are selling out fast. We still have a few left at £6.29 plus £1 p&p for C.A.T.M.H.S. members. We also have a few copies of The Iron Moor by Alen McFadzean at £6.20 plus £1 p&p. Can you afford to deny yourselves unlimited access to the wealth of knowledge embodied between the superbly glossy covers of these two fine books?

NAMHO '91

Report on 7th biennial conference at Blaenau Ffestiniog.

These notes are a brief account of the 1991 NAMHO conference which was held at the Llechwedd Slate Caverns in Blaenau on the May Bank Holiday weekend.

Well, we made it in the end! Despite heavy rain and slow moving convoys of caravans, we arrived at Blaenau Ffestiniog late on a Friday evening for the NAMHO Conference. As a small town, Blaenau has a certain character. It can be likened to an unattractive version of Millom. It is totally dominated by 800 to 900 ft high slate tips which we could only see in outline late on that evening. The streets were nearly deserted save for the odd soul head down against the driving rain scuttling past the boarded-up shops barely visible under the dim street lamps. Blaenau Ffestiniog is one of those places that doesn't look its best in the wet.

The conference was being held at the Llechwedd Slate Complex high above the town. The management had given over the administration block (The Plas) to the conference. The reception area was to be the venue for the displays and it didn't take us long to assemble the CAT display stand before heading off into the night to find our digs for the weekend and crash out.

We rose to a dull but rain-free Saturday morning. The conference was to follow the usual routine of seminars running parallel with field trips; which posed a bit of a dilemma if you wanted to go to both. There were a number of seminars on the Saturday concerned with the Snailbeach Mine in Shropshire and there were also talks on gold mining in mid Wales and Bronze Age mining on the Great Orme.

The main field trip of the day was to the nearby Rhosydd Slate Mine. The leader was the well known Harold Morris who, despite being a veteran of the sport and carrying a walking stick, managed to out-pace all of us. The main access level to the mine is a spacious tunnel nearly 1/3 rd of a mile long. The workings at the end contained two internal inclines of huge proportions which ran both upwards and downwards from the access level. Nearby there were remains of an interesting underground generating system. A number of the upper levels had once been dammed to provide a reservoir for the turbines below. Rhosydd is quite vast and it took some time to come to terms with the size of the place when compared to Cumbrian equivalents.

The main social event of the conference took place on the Saturday night. Having recovered from the day's exertions we returned to Llechwedd and were taken down into the deep mine on the Company's man-rider. In one of the caverns in the deep workings we drank hot soup and listened to a local folk group. It seemed a very fitting venue for such an event. Later we returned to the surface and enjoyed an enormous meal in a marquee on the lawn. As if that wasn't enough, an 80 strong male voice choir of international acclaim came to serenade us in

traditional style. Quite magnificent.

The Sunday lecture programme included such interesting and diverse subjects as gold mining (central Wales), lead mining (Clwyd), copper mining (Parys Mountain and Bearhaven), and early mining exploits in the Middle and Far East. Meanwhile, those fond of the outdoors had an interesting selection of trips including the gold mines of Berth Llwyd and Cefn Coch, the Britannia Copper Mines on Snowdon, a trip to the nearby Cwt-y-Bugail slate mines near Manod and what turned out to be a magnificent trip to the bronze age mines on the Great Orme. Peter Fleming will no doubt report on the last of these separately.

A number of us headed for Cwt-y-Bugail, not because it is of great acclaim, but because, not far away across the hillside, are the Manod Mawr workings. We had already been given strict instructions that Manod was out of bounds! It is still being worked and the management aren't happy about people poking their noses in. The underground system at Manod is vast and was used during the war to store national art treasures. One or two delegates did wander onto the site but were soon chased off.

However, later the same evening, long after we had departed and the shadows of night were creeping up from the valley, two figures stealthily drove up the mine road to Manod. They parked their dormobile out of sight and climbed through the gate into the mine complex. What happened then is not certain - no doubt we will hear in due course....

The weekend activities continued on the Monday with a further trip to Great Orme, and lead mines at Llanrwst and Bwlch-y Plwm. Most delegates started to wander home by late morning after a very enjoyable conference. The Welsh Mines Society must be congratulated on hosting the event. The organisation was slick and the venue magnificent. The Greaves Company who own the Llechwedd complex must also be thanked for their considerable contribution. I wonder whether Burlington Slate would do the same for us!

don't forget.....

the CAT Welsh Weekend meet, 17th & 18th August: organised by Mark Simpson!

****through trips in the Nantlle Valley****

****visit the Dorothea Engine House - one of the most complete installations surviving****

****a rare opportunity to see the vast underground chambers at Corris****

****camping at an attractive site near Ffestiniog (or B & B nearby)****

****telephone Mark (05242 41920) for further details and for transport details****

Much time and effort has gone into arranging this mega-trip...SUPPORT IT!

LOW WOOD GUNPOWDER WORKS ACCOUNTS

I have recently had the opportunity to look through the remaining documents from the Low Wood Gunpowder Works prior to their transfer to the Heritage Centre in Ulverston.

These documents included indentures for young men about to be apprenticed as coopers, details of the range of materials and prices available through the company's agents in Liverpool and London and, perhaps the most interesting, the original daily cash records covering the years 1867 to 1870.

The original cash book gives an insight into some of the events and customs of the time and I have extracted a few of the entries below.

Year 1867

Jan. 11th	Gift to Wesleyan Sunday School at Backbarrow	1-0-0
Jan. 21st	Duke of Devonshire - 6 months rent for Roudsea Magazine	0-5-6
Dec. 16th	Present to Thomas Pettifer - foreman at Haverthwaite Tunnel (Note- The Lakeside branch of the Furness Railway was under construction)	0-5-0

Year 1868

Jan. 8th	Christopher Pennington for repairing shoes for men	1-17-3
Feb. 22nd	John Fleming for shoeing horses	1- 9-0
April 21st	Thomas Pettifer towards supper for men employed at Haverthwaite Railway Tunnel (see above)	1-10-0
Aug. 15th	Richard Kirby- Subscription to Haverthwaite day school for year 1867-68.	10-0-0
Oct. 15th	Thomas Smith (Junior) Annual subscription to Myles Kennedy's Fox hounds	1- 1-0
Dec. 10th	John Dodgson	10-10-0
	John Atkinson	7- 7-0
	James Collinson	4- 4-0
	William Brickel	4- 4-0
	Acknowledgement from Directors in connection with the recent sad calamity at our Corning House on 27/11/68 (See Newsletter 28 Dec. 90- These people were the surviving injured)	
Dec. 19th	Paid in connection with the internment of the five poor men who lost their lives in the sad explosion at our No.1 Corning House on the 27th of November	25-15-6

Year 1869

Feb. 13th	Thomas Atkinson (Kendal) for leather aprons	4- 3-6
April 2nd	Richard Hutton- For setting Joseph Bertram's shoulder & displacement in the collar bone	1- 0-0

April 9th	Income Tax for the Directors of the	
	Low Wood Co. for 1 year	3-15-0
April 14th	Poor rate and Land and Assessed Taxes	14-10-5
July 21st	Thomas Briggs for Boat Covers	1-17-2
Dec. 16th	Thomas Briggs for Wagon Covers	1-15-6

Year 1870

Feb. 19th	John Bibby for repairing the road at Roudsea	2- 3-9
Feb. 17th	John Smith for attendance on mare	4- 3-6
Aug. 15th	J. Hannay Esq. for horse called 'Captain'	20- 0-0

These are just a few of the many entries for these years and give a fascinating insight into the customs, practices and tragedies of these times.

John Helme

DAYE BARKER & Co.,
LOWWOOD GUNPOWDER MILLS,
NEWTON-IN-CARTMEL.

PRICES OF GUNPOWDER.

	Per Barrel of 100 lbs.	
Blasting	53/	Discount 5 2
Meal for Fireworks	53/	
Ditto Best	58/	
C or F	80/	Discount 2 2
FF	85/	
FFF	90/	
TPR—Tower Proof, for Rifle Practice	105/	
TP—Tower Proof, in 1 lb. Canisters	130/	
" Ditto in 1 lb. Ditto	150/	
SS—Single Seal, in 1 lb. Papers.	180/	
DS—Double Seal, in Ditto	200/	
TS—Treble Strong Ditto	220/	
R—Regal, in 1 lb. Red Canisters	220/	
NS—Nulli Secundus, Nos. 1 to 6, in 1 lb. Slip Canisters	240/	
NS—Nulli Secundus, Nos. 1 to 6, in 1 lb. Superior Canisters	260/	
NSR—Nulli Secundus Rifle, in 1 lb. Slip Canisters	240/	
NSR—Nulli Secundus Rifle, in 1 lb. Superior Canisters	260/	

N. B.—F—FF—FFF—10/ per Barrel extra if packed in lb. Papers;
1 lb. Canisters 20/ per Barrel extra.

Agents:—FILBY & Co.,
63, Fenchurch Street,
London, E.C.

63, FENCHURCH STREET,

LONDON, E.C.,

July, 1861.

Sir,

We have the pleasure to hand you a list of our present reduced prices for the Lowwood Gunpowder, and beg to direct your attention to the Nulli Secundus Sporting and Rifle Gunpowder, which we can guarantee superior in strength, cleanness, promptness of ignition, and freedom from smoke, to any previously in use; our other qualities will also compare favorably with the same marks of the best makers.

Trusting these terms will secure your future favors,

We remain,

Sir,

Your obedient Servants,

FILBY & CO.

DAYE BARKER & Co.,

LOWWOOD GUNPOWDER MILLS,

Newton-in-Cartmel.

LONDON OFFICE,

63, FENCHURCH ST., (E.C.)

FILBY & CO., AGENTS.

SHAFT DRIVE

THE LEGEND OF SISIS BY A.T.

An apparent need for some form of mechanical winch first presented itself when we were weighing up the B36 level dig (known by some as the B30 day level) where we anticipated having to haul the spoil bogie up a ramp to gain tipping height. As it happened we processed this dig by another method however the urge for some form of mechanical project aid / tractor unit / fun machine still remained, but it was not until we received the kind offer of a Sisis (a what ?) that this became a reality.

In its manufactured form the Sisis is some form of groundmans tractor, designed we imagine to haul grass cutters, rollers, aerators etc over sports fields and parks. It consists of a 400 cc side valve engine driving a reversible single speed differential gearbox via an automatic vee - belt clutch, all of which is bolted to a massively heavy cast iron bedplate the whole contraption weighing approx 280 kg (1/4 ton). This then runs on its two driven wheels and comes equipped with a handlebar a la cultivator / lawn mower style which is adorned with throttle, parking brake, gear and diff lock controls.



The Sisis doing service on the track to Logan Beck copper mine.

We picked this thing up as a non runner and quickly addressed it with the usual degree of optimism / hopelessly stubborn persistence necessary on most of our projects. Surprisingly a strip down and a new ignition capacitor was all it needed to have the beast chugging away and leaving wheel spin marks all over Peter's lawn phase one complete.

We next designed and constructed a tipping body trailer to serve, we hoped, a two fold function. Firstly the trailer had to be capable of containing the Sisis tractor to allow us to transport it by road

to the various project sites, and secondly the trailer then needed to be capable of being hitched to the Sisis in order to become a vehicle by which we could transport equipment and materials from the road to the project field site. We contrived an articulated hitch point on the Sisis which accounts for lateral roll and turn yet retains the vertical rigidity necessary to distinguish a 4 wheeled vehicle from two 2 wheeled pieces of junk sagging in the middle, and the trailer drawbar is quickly interchangeable for Sisis and car hitching. Also, as engine breaking was found to be unpredictable we equipped the trailer with foot operated brakes to reduce the chances of " The runaway Sisis " being listed amongst the catalogue of notorious mining disasters.

Lastly, the Sisis was bedecked with that component which inspired the whole project, the winch. A worm and wheel were salvaged from a machine and formed the basis of a bollard winch which we fabricated up and bolted to the fore deck of the Sisis. Driven by the engine and equipped with roller bars in front, the winch will hopefully serve for any future shaft haul jobs and also assist in the extraction of the vehicle from any predicaments like getting bogged down.

So far the Sisis has been usefully employed in the capacity of Logan crew bus, transporting diggers and equipment, including Jones's diving tackle, from the roadhead across the fell to the mine, the drive back being particularly welcome after a hard days digging.

(.....contd)

Logan Beck.

Photo (taken early this year) shows how the drainage gully is nearing the portal, and by the time you read this the lower level will probably be drained to the sole.

Current Status ; The addit portal has been fully roofed over for approx 20 ft to prevent further infill from the overburden, and we may realistically expect to be in a position to begin pumping this mine dry during July or August '91. Note; This pump dry will be a one off event so if you want to see Logan's Bottom then get in touch with an FMA digger to keep current.

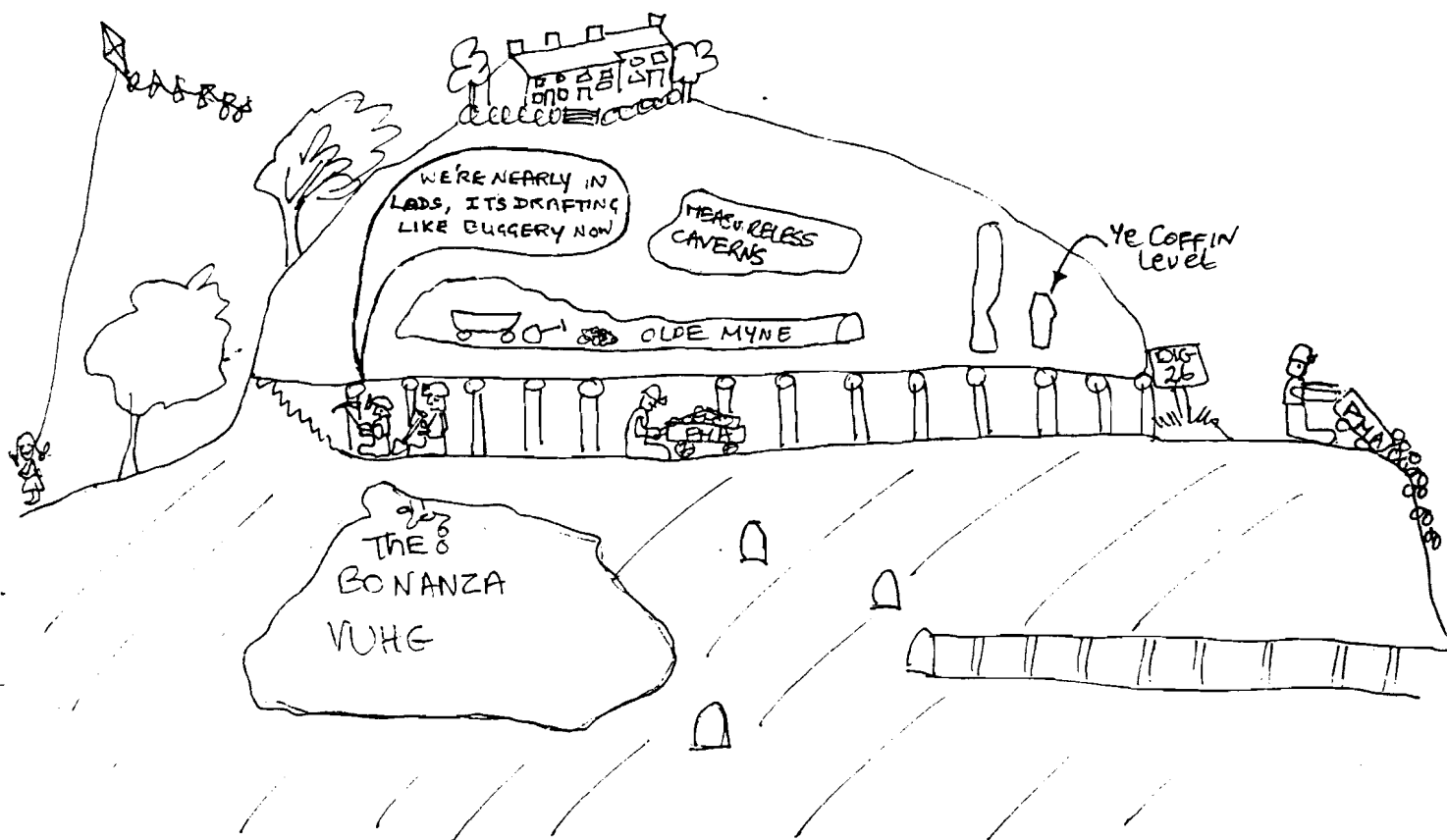
Photo ; Logan Beck, note figure standing under the bridge, this gully is deep.



YE TRIALS & TRIBULATIONS !

DIG 26 CURRENT STATUS ;

BELLE HILL COTTAGES



ye frozen wastes



FURNESS

PROJECT

STATUS

By. A.C-P-T

"Ye Mappe" opposite typifies the latest South Cumbrian mine exploration situation where (for once) Coniston appears perhaps not to be the main focus of activity.

Down here in Ye thoroughly Redness (Furredness) several projects have been and gone, Magpie and various Whitriggs pushes for example reports of which will be published in due course. Current projects include B36 level (adjacent to B30 shaft head), B30 winding engine house and Logan Beck copper mine.

B36 level.

The old addit tail of this level is clearly defined and we are attempting to dig out and timber along its projected course through the overlying spoil tip in hope that we will intercept the original tunnel when we get back to bedrock.

Current Status ; Excavated gulley leading to tunnel which we are excavating using fore-poling methods. Tunnel commenced May '91. Photo shows bogie track curving into gulley lower left, figure in photo is standing in original addit tail. Photo date March '91.



Photo ; B36 level dig.

B30 Engine House.

Sheila C-P-T kicked this project off 17/5/91 in order to better expose the detail of the engine beds here. She is currently clearing around and between the two huge sandstone plinths which once supported the engine, and hopes to fully clear away the debris in the engine room part of this building. Sheila would welcome any information regarding the make, size, arrangement details etc of this engine.

(contd.....)

* * * * *

Kicking off a new Charactor in the Sammy Stemple series.....

Willy Winze says : Sex is much more fun than shafting.

MEET LEADERS.

WOULD ALL MEET LEADERS. PLEASE SEND DETAILS OF THEIR PROSPECTIVE MEETS TO THE NEWSLETTER EDITOR (JUST A PARAGRAPH OR SO!) IT IS ALWAYS USEFUL TO HAVE PRIOR KNOWLEDGE OF WHAT IS PLANNED EVEN IF THINGS CHANGE ON THE DAY, DUE TO WEATHER ETC..

WORK MEET - MANDALLS SLATE OFFICE.

PAUL TIMEWELL IS ORGANISING WORK MEETS AT MANDALLS SLATE OFFICE ON TUESDAY EVENINGS DURING THE SUMMER. TIME 7 PM. PHONE HIM FOR DETAILS OF WORK PLANNED, TOOLS, MATERIALS REQUIRED ETC..

HAIG COLLIERY - PROJECT.

A DOCUMENT HAS BEEN PRODUCED FOR THE COUNTY COUNCIL BY TASK MANAGEMENT SERVICES OUTLINING THE HISTORY OF HAIG COLLIERY AND WHY IT SHOULD BE PRESERVED.

IT IS HOPED THIS PROJECT WILL ATTRACT EEC DEVELOPMENT FUNDS. BRITISH COAL HAVE GONE QUIET OVER ALLOWING THE TRUST TO TAKE OVER THE ENGINE BUILDINGS. THERE IS A WORRY THAT THE BUILDINGS WILL BE VANDALISED.

Forthcoming CAT trips

A. D. Cameron

An interesting and varied selection of trips in a number of locations has been arranged by our meets secretary for the second half of this year.

Assuming this news-letter comes out in time, we can strongly recommend the Welsh Weekend on August 17th and 18th. This gathering is being lead by Mark Simpson who can be contacted at Ingleton on 05242 41920. Mark plans for the Saturday to be a metal-mining day with visits to Nantlle Valley with a number of through trips planned including the Benallt Copper Mine. The famous Dorothea Engine House is not far away in its spectacular location with much of the equipment still in place so that even those who don't bring their SRT gear will have an interesting day.

If that wasn't enough the Sunday will blow your mind! More than 20 miles of tunnels, vast measureless caverns and mega through trips can only mean one thing - Corris. Need I say more.

Mark plans to base the weekend at Maentwrog where there is a delightful camp site in a most beautiful setting beside the river. For those who aren't travelling down on the Friday night, meet at Beddgelert car-park at 10:30 on Saturday. But contact Mark first for details of travel / car share etc.

On September 29th we are back on home ground at Coniston. The provisional plan for this meet, so we are informed, is to construct a staircase of stemples from Taylors Level up to the surface at Red Dell. This will allow several through trips to be undertaken such as from Flemings, down to Taylors and out without having to prepare a prussik rope beforehand. And for those of us that aren't getting any younger, not having to prussik must be good news. For Society members who have never seen the CATST (CAT Stemple Team) in operation, this is a must. Peter Fleming is in charge of operations and you should contact him on Barrow 824103 for more details.

There is going to be another Mark Simpson classic at Greenside Lead Mine in Patterdale on October 5th. Mark plans to lead the party down the ladder-way from Glencoyndale Level to the Lucy Tongue Level. This trip will differ slightly from previous trips in that, in Mark's own words, "we aren't going to bash straight down to Lucy Tongue, but explore some of the little known ground en route including the Low Horse Level."

Mark plans to protect fully the bottom of the ladder-way so that there should be no problem for those without SRT gear to reach Lucy Tongue Level. This is an extremely interesting area and there is much to see. As the trip is part exploratory, there should be a good turn-out so bring cameras, but leave the mother-in-law at home. The rendezvous is at the mine itself where there is space to park cars.

Coniston will be the venue again for the trip on November 17th. It is planned to do more construction work in Taylors Level, this time to bridge across the two collapses between the level

mouth and the point of descent from Red Dell. Ian Matheson will be leading this meet and there is a possibility that a group may be able to gain access to Taylors Level beyond the Triddle Shaft to view the famous Blue Cascade.

November 30th is the AGM and annual CAT thrash at the Yewdale Hotel in Coniston. On the following day we will be holding the last of the series of photographic meets and this one is planned for the Coniston Mine. The venue will probably be in the Red Dell section and several locations have been identified as worthy of attention including the New Engine Shaft stopes and the Deep Level Extension area towards the Great Cross Course. The trip is SRT but not necessarily very hard (we won't be feeling up to too much after the night before). It will be a pleasant way to finish off the annual dinner weekend and those who are members of the BMSC can stay at the cottage at the mines. Yours truly is leading this and you can contact me at home on 0386 750494.

This is not the full extent of the planned trips by any means. so check the official meets list as well. It would be nice to put a face to some of those unfamiliar names on the Membership Secretary's list. So if you are an infrequent attender, then make a big effort this Autumn.

Finally, the Boxing Day Meet is always popular and many Society members find it an essential element in an otherwise unfulfilling Christmas of orgying. The theme is always a good dig and grovel somewhere on the Coniston Fells. This year there will be a number of projects including work in Red Dell, Mandell's Slate Cabin and no doubt a return to the scene of last year's exploits at Middle Level entrance to try and remove the boulder.

GREAT ORME EXPLORATION SOCIETY

This Society was formed in 1985 and has approximately seventy members. During its short life it has made some remarkable discoveries and now, in conjunction with Great Orme Mines Ltd., whose directors are all members, has opened a show mine, information centre and cafe.

The Society has discovered extensive underground bronze age copper workings authenticated by carbon dating to at least 1800 BC. Their research and excavations are still proceeding.

I visited these workings on the recent NAMHO Conference weekend and was shown into areas not accessible to the public, where stone hammers and bone tools still lay where they were left over 3500 years ago.

Great Ormes Head has other mining sites dating mainly from the 18th and 19th centuries. What I saw on this short visit spurred me into a discussion with two of the directors, Edric Roberts and Andy Lewis. The outcome was to have exchange meets between our two Societies. Some of their members are keen to visit our relatively modern Coniston Coppermines. The date for their visit has been fixed for October 26/27th and they may be staying at the BMSC Cottage. They are used to S. R. T. having made some of their discoveries by abseiling down deep shafts.

Our return visit to the Great Orme based at Llandudno, will be arranged for the Spring of 1992, when you will have the chance to step back in time to pre-historic mining.

For further information read "Early mining in the British Isles", which is in the CAT Library.

FORTHCOMING RESTORATION PROJECT

TAYLORS LEVEL. NOVEMBER 17 1991.

Around 1824 John Taylor, mining innovator and entrepreneur, took an interest in the Coniston Coppermine and began a development which was to remain profitable for the next 50 years or so. His successes in the organisation of mines all over Britain were marked by the naming of important infrastructures after him, and Taylors Levels, Taylors Shafts, and Taylors Inclines are found mines in Cornwall, Wales, and Yorkshire.

In keeping with this tradition there was a Taylors Level at Coniston, which was commenced in January 1824 from an entrance in Red Dell Beck. In December 1825 it cut the Eonsor vein at 65 fathoms, and was then driven as far as the New Engine Shaft, where it split into two. The Western branch went on to intersect Triddle Shaft, where it is now blocked, but it's continuation can be reached with difficulty from Triddle Shaft, and contains the spectacular blue cascade featured on the cover of CAT Journal No 1. The eastern branch has not yet been fully explored by CATMHS. Long after the Copper Mine had closed, John Willy Shaw worked some slate in a closehead a short distance in from the Red Dell adit.

Unlike most of the major levels at Coniston, Taylors Level does not run straight, but twists and turns along its length. It is 210 feet below Flemings Level and 90 feet above Deep Level, and connections can be made with both of these. The Adit was dug open by CAT on Foxing day 1983 and is still open. Two blockages were cleared and safeguarded by the insertion of 40 gallon drums with the ends removed. Further in a collapsed floor gave access to Deep Level and more discoveries. The photograph on the cover of Journal No 2 is of the traverse of this collapse. A few feet beyond this is another collapse which has never been crossed.

The central section of Taylors Level can be reached from Triddle Shaft, from Flemings Level, or, more easily, from the open slopes in Red Dell. It is thought that the gap between this part of the level and that previously described is less than 50 feet wide, but the slope curves at this point, and one cannot see across it. We hope to settle the matter at the CATMHS meet on November 17th, by placing parties on both sides of the gap. It should be possible to bridge it with a rope traverse, and then to build a catwalk of stemples, thus making Taylors Level continuous. A third party might build another short catwalk across the rope traverse in the outer section in order to ease progress, and some work is required to clear debris which has blocked the oil drum in the day level.

This is an interesting and worthwhile project which will restore the continuity of one of the major levels at Coniston Coppermine, and which will also make it possible to carry out through trips from Triddle Shaft or Flemings Level to Taylors Level and walk out to day. It is hoped that there will be a good turnout on November 17, so that we have sufficient people to work simultaneously at the various tasks.

OLD ENGINE SHAFT UPDATE.

As reported in the December Newsletter, some deterioration has occurred in the Old Engine Shaft at Coniston, and I proposed that CATHMS carried out some conservation work. Our committee voted £50 towards the cost, and a grant of a further £50 was obtained from the Northern Mines Research Society. The initial part of the work has now been completed.

The shaft was sunk about 1850 to provide both pumping and winding below the Deep Level. The head gear is 310 feet above Deep Level at the top of an 8 foot square rock shaft with a wooden partition. One side was used for winding, and the other carries the ladders and the pump rods. Power was provided by a 100 HP water wheel of 45 feet diameter, and the leat, the wheel pit and the stone pillars which carried the launder are still intact. The head of the shaft is underground, and the original 1850 headgear and winding wheel are still in place, as are some 200 feet of the 6 inch square timber pump rods which now hang in the shaft, suspended from a catchwing some 40 feet below the bob plat.

A major supporting beam some 10 inches square and ten feet long has dropped out from the head gear, so that the seven foot diameter sheave winding wheel had partially collapsed to lean against the side of the shaft. The first job was to fix ropes to gain safe access to the wheel, below which is a 310 foot drop down to Deep Level. When we examined the structure, the remaining timbers were found to be complete and in reasonable condition, and the original iron pins driven into the rock, which were used to hoist the wheel into position, were still in place. Before disturbing anything the wheel was secured to these pins with steel rope to make it safe. The next stage was to obtain a replacement for the missing support, which had been some 10" square by 113" long. This was made up by laminating three 10 x 3 timbers which were supplied by the 'Furness Adventurers', Anton C-P-Thomas and Paul Timewell. The wheel was then winched upright and the new timbers located in the old rock ~~rock~~ niches. Whilst this was being done one of the bearers for the wheel gave out alarming cracking sounds, for it had been located beneath a small drip from the roof, and had rotted down to a third of its original girth. A fifth visit was made to support this beam by inserting a prop from a large stemple a few feet beneath it. The conservation of the headgear is now complete, and we will inspect it again in a few weeks when it has settled, and if all is well we shall then remove the working ropes, leaving a single wire strop fixing the wheel to the roof as a safety precaution. A notice, which was kindly supplied by Clive Barrow, was fixed to the wall out of reach of the public, and reads "This 19th C winding wheel was restored by CAT Mining History Society. Please do not throw anything into the shaft."

About 200 feet of wooden Victorian pump rods remain in the shaft. They are made from pitch pine which was especially imported from Canada. We estimate them to weigh about three tons, and they are supported by a catchwing in the Bonser East crosscut. This is also deteriorating, and in the course of time the rods will plunge down the shaft to their destruction. We propose to attach them to the rock at intervals down the shaft using galvanised wire rope and 10mm rock bolts. Now that the structure above is safe this work can commence, and it is hoped that it will be completed in the Autumn. Anyone who has not yet been involved but would like to participate should contact Ian Matheson. There is to be a CATHMS meet on January 25th in the Bonser Stopes, and there will be an opportunity then to do the 310' abseil down the Old Engine Shaft and to see what has been achieved.

Ian Matheson.

MEETS

CARROCK END MINE.

Carrock End is an old copper mine situated beside the road which passes beneath the steep eastern face of Carrock Fell. It is thought that it was discovered by the Elizabethans and worked prior to 1692, when it was known as Dutchmans Moss. It was last worked in 1869, and consisted of four cross cut levels, a shaft, and a hush. The shaft was 23 fathoms deep, and, according to W T Shaw, water was brought from Carrock Beck for working pumping and winding machinery. After driving the winding and crushing wheel the water crossed the main road and was used to propel the pump wheel. Rods from this came back under the road and across to the shaft.

After a week of bad weather we were fortunate to have a pleasant evening for this visit. There was a wide clear sky with splendid views over the Solway, and a low sun threw the surface workings into relief. Noisy sheep were all around, and there were lapwings, curlews, and midges! These investigative meets benefit by the collected wisdom of those present, and it is a pity that so few attended. They were Sheila Barker, Dave Bridge, Mark Simpson, and Ian Matheson. Alistair Lings was there too, pursuing a parallel project of his own - something to do with looking for copper wire or slag in the nearby Bronze Age sites!

We were able to trace the leat taken from the stream east of the road, and follow it to the site of the pumping wheel, which must have been a free standing structure fed by a wooden launder. A trench marks the course of the pump rods running directly towards the mine, keeping them low and clearly passing under the road. Having followed this to the workings we speculated on the exact location of the shaft and the arrangement of the crushing and winding wheel and machinery. There are the remains of two buildings, the feed race from the water leat, and a rock with a hole in the middle which seems to have been the base of a horse whim. There are several heaps of crushed rock, and a fine cobbled dressing floor. Below this there is an area where absolutely nothing grows, and we mused that copper must be even more poisonous to plants than lead.

Next we followed the hush, which in turn follows the course of the vein, and looked at the neat little earth dam at its origin. Higher still is another small dam with a deep trench running from it. This seems to be another hush which perhaps predates the other. The size of the trench is quite disproportionate to the amount of water held, and it must have taken hundreds of releases and years of endeavour to excavate. One can imagine men hurrying up to work on the hush after each heavy rainfall, lest the water might leak away without being put to work.

Finally we examined the four levels. Two are run in, and two open. These were entered by Mark and Dave. Number three contained deep water which kept Mark near the entrance, but Dave pressed bravely on into neck deep water to report that it went about 75 yards to the vein, where the timbers had collapsed. By the time we returned to the cars it was after ten o'clock, and so, all of us having some distance to drive, we went our separate ways, agreeing that it had been a most pleasant and interesting evening.

Ian Matheson

NOTES ON THE CAPPELCLEUGH-RANPGILL MEET —
NENTHEAD WK-END — SUNDAY JUNE 23rd.

THE CAPPELCLEUGH-RANPGILL TRIP WAS EXCELLENT
THANKS TO ORGANISER DON BORTHWICK AND
LEADER PETE FLENING.

A PARTY OF APPROX 9 BRAVED THE NECK DEEP
WATER FOR 3 HRS. THE WHOLE THROUGH TRIP
TOOK ABOUT 7 HRS.

MANY OF THE PASSAGES IN CAPPELCLEUGH WILL
VERY SOON BE BLOCKED IF AN EFFORT IS NOT
MADE TO DIG OUT ROOF COLLAPSES.

MINERALS ON THE WALLS ALONG THE STONE
ARCHED PASSAGES WERE INTERESTING POSSIBLY
GYPSUM?

THE WATER LEVEL IN SOME AREAS OF THE MINE
HAD PREVIOUSLY BEEN 25cm DEEPER, THE
DRY WEATHER MUST HAVE HELPED REDUCE THIS
OTHERWISE CERTAIN LOW PASSAGES WOULD
HAVE BEEN IMPASSABLE.

THE LADDERWAY UP INTO SMALLCLEUGH IS STILL
O.K. ALTHOUGH SOME OF THE RUNGS HAVE BEEN
REPLACED.

THE ASCENT UP INTO THE DRY WORKINGS
AND RELATIVE WARMTH OF SMALLCLEUGH WAS
QUITE MEMORABLE EVEN THE SOGGY BUTTIES
TASTED GOOD!

TO SAVE TIME THE DESCENT INTO RANPGILL
HAD BEEN RIGGED THE DAY BEFORE (2 SHORT
PITCHES 50' + 30')

ONCE ON THE RANPILL LEVEL THE RETURN
TO DAYLIGHT AND SUNSHINE SEEMED TO TAKE
AN INCREDIBLY LONG TIME.
AN EXPERIENCED GUIDE IS DEFINATELY NEEDED
ON THIS TRIP.
FURRY SUITS ARE NOT SUITABLE FOR USE IN
THESE CONDITIONS — BE WARNED!!

AT ONE POINT A SMALL STRETCH OF HIGH GROUND
WAS REACHED OUT OF THE WATER APPROX 2/3 OF
THE WAY IN. HERE THE TEAMLEADER ASKED
SHOULD WE TURN BACK AS SOME MEMBERS
OF THE TEAM WERE FEELING THE EFFECTS OF
THE ICY WATER.

A COMMENT FROM ONE MEMBER WHO WAS
SUFFERING MILD HYPOTHERMIA AND CRAMP
WAS "KEEP F----- MOVING!" THIS IMPLIED
THAT NO TURNING BACK WOULD BE CONSIDERED.

A.D.

Safeguards delay Scots gold mine

By Robert Reid, Scottish Correspondent

A LOCAL authority's insistence on stringent environmental safeguards is holding up plans for Scotland's first mass-production gold mine.

Stirling District Council has told Fynegold Exploration that it accepts in principle its plans for the mine at Tyndrum, north of Loch Lomond.

"But we are withholding official approval until our concerns are met," a senior official explained.

The council's planning

committee is seeking a bond from the mining company to cover accidental damage and rehabilitation of the site when the mine runs out.

Among councillors' main concerns are the visual impact of the proposed development and the safety of the tailings dam.

"These are issues upon which we must be completely satisfied before the council grants permission for work to begin on the site," said Cllr

Tommy Brookes, Stirling's planning chairman.

Further detailed investigations involving council planning officers and mining experts are underway.

They will also examine noise control and dust pollution and the concentration of chemicals in the tailings — the refuse part of crushed ore.

The council's tacit approval of the scheme, which would create 100 jobs, was decided after a public meeting earlier

this year produced no major local opposition.

The Countryside Commission is the only body so far to have raised formal objection.

Fynegold is a subsidiary of Dublin-based Ennex International, which has been "prospecting" at various sites in Scotland. The company estimates that up to 35,000 ounces of gold a year could be extracted from the Tyndrum site over the mine's projected seven-year life.

FOR SALE.

A ONCE IN A LIFETIME CHANCE TO BUY A
MINE TUB FROM SOUTH CROFTY.

20 CU FT HUDSON SIDE TIPPING TUBS 22" GAUGE.

£ 90 + VAT.

THE TUBS ARE AT ASHFELL FARM, RAVENSTONEDALE,
CUMBRIA. PHONE (05396) 23212 ASK FOR PETE
OR ANNE.

HELP NEEDED - BY THE EDITOR.

PLEASE SEND IN ARTICLES, NEWS ITEMS, MEET
REPORTS, PROSPECTIVE MEETS, DETAILS OF NEW
PROJECTS, BOOKS, FOR SALE, ANYTHING AT ALL
RELEVANT TO MINING HISTORY TO ME BEFORE
THE END OF OCTOBER FOR INCLUSION IN THE
NEXT NEWSLETTER - THANKS.

LIBRARY - ARCHIVES.

A LIST OF ALL PUBLICATIONS IN THE CATHHS
LIBRARY WILL BE INCLUDED IN THE NEXT
NEWSLETTER