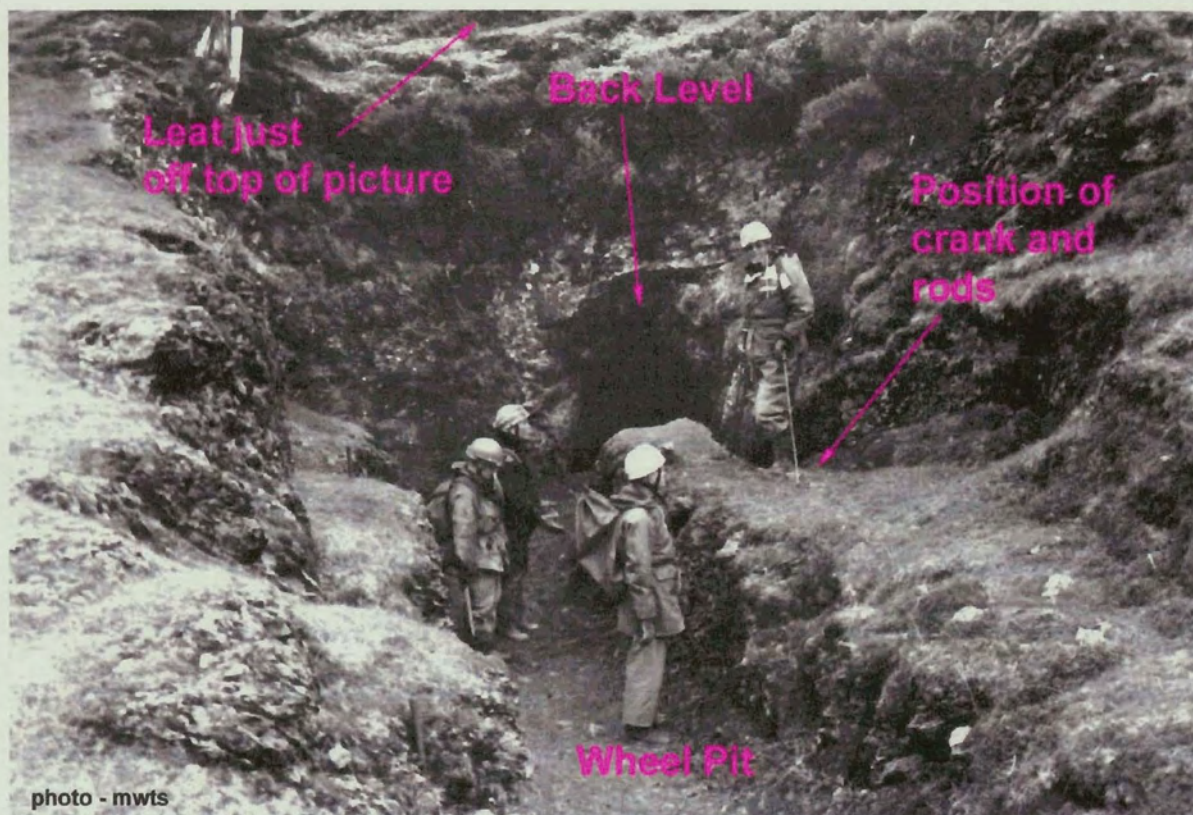


CAT

The Newsletter of the Cumbria Amenity Trust
Mining History Society

Goldscope - Back Level entrance and wheel pit



Cover Picture

As previewed in the February Newsletter, a meet was held on April 27th to examine Goldscope mine, both above and below ground, in order to decide whether or not it is suitable for CAT's next big project. Goldscope is probably the oldest Lake District mine still accessible, dating from 1565, and was worked at various times for both copper and lead. So far as is known there are no photographs of the mine working, but there is talk of a sale of equipment there within living memory. There are however some fine Elizabethan remains, which include a coffin level, an underground wheel pit, the foundations of a waterwheel on the surface and a jewel of a reservoir situated at the head of the valley between Hindscarth and Robinson.

The turnout was disappointing – just the two meet leaders, Gerry Goldsborough and Roger Ramsden, with Peter Fleming, Mark Simpson and Ian Matheson. We spent some time examining and trying to interpret the underground waterwheel chamber and to locate the position of the shaft, decided that a bypass tunnel had been driven to provide access after a larger wheel had been installed, and that a lot of deads had been contained behind timber revetments which have now collapsed. Sadly, to clear them and deal with the fallen debris would be a task beyond our resources. We spent some time examining some ancient surface workings where there are very numerous pick marks. This now open area seems once to have been a narrow stope, but one huge side has fallen outwards so that the gap at the top is now 40 feet wide! We also examined the famous coffin level, now accessible from the surface via a bottomless dustbin, and the foundations of the waterwheel that is shown on the cover picture.

IM

**Cumbria Amenity Trust Mining History Society
Newsletter No 72, August 2003**

Cover Picture

Inside front cover

Contents:

Editorial	Page 2
CATMHS Library and Archive	
2004 NAMHO Conference	
Membership	Page 3
News	
Newland Furnace conservation plan	Page 4
Haig Colliery Museum	Page 5
Great Orme Bronze Age copper mine	
HSE Work at Height regulations	Page 6
Public Liability Insurance	
Woodbine Chimney	Page 7
Incident on Coniston Old Man	Page 10
A Motley Crew – the response	Page 11
Meet Reports:	
Furness copper mine	Page 14
Caudale quarries	Page 16
Daylight Hole	Page 19
Bleaberry Hause & Broughton Moor	Page 22
Mandell's Office	Page 23
Articles:	
John Brogden & Sons, contributed by Peter Sandbach	Page 24
Minutes of CATMHS committee meetings held on 17th March & 12th May	Page 29
Society Officers and Committee members.	Back cover

CAT web site: www.catmhs.co.uk

Editorial

Apologies

I am sorry to say that some errors crept into the last Newsletter:

At the Silver Gill meet on 23rd March John Crammond was not present, but Geoff Cram was.

In the meets list, enclosed with the last newsletter, the dates were omitted for John Knowles' Welsh Weekend, held on July 5th & 6th.

The date for the AGM and Dinner should read the 13th of December. The 14th is of course a Sunday. There is a change of venue; this year it will be held at the Crown Hotel, Coniston. Booking forms will be included with the November Newsletter. Don't forget that the BMSC hut in Coppermines Valley is booked so that CAT members can stay for the weekend.

CATMHS Leaflet.

At last the revised CAT leaflet is available, in time for this year's NAMHO Conference. It had been delayed for some time whilst we investigated the best and most economical way of producing it. The finished article has been printed with a laser printer by Karen Beer, who did the layout. Thanks Karen.

Coniston Copper Mine Records.

Further to my notes in the last Newsletter regarding the whereabouts of records and documents pertaining to the Coniston copper mine, I received an email from Dave Bridge with information about records in the Bill Shaw and John Crompton Archives at Carlisle Record Office. I hope in due course to compile and publish a list or catalogue of all known Coniston Copper Mine records, so if anyone else

knows of any relevant material please let me know.

CATMHS Library & Archive

Our library and archive has now been installed in the Armitt Library and Museum at Ambleside. The Armitt is housed in a modern purpose built building on the Charlotte Mason Campus, just opposite the main Rydal Road car park. There is free parking at the library. It has a nationally important collection of local literature and of Beatrix Potter watercolours, as well as an extensive local history archive. In the museum downstairs there is a permanent local history exhibition, augmented throughout the year by a series of temporary exhibitions on a variety of subjects. There is a charge for visiting the museum, but the library, and the CATMHS archive, is free. Just go to the front desk and say that you would like to see it. We are extremely grateful to the Armitt for this facility, and it is important that it is used. The Armitt Trustees have agreed to house our collection for two years, after which time it will be reviewed. If it has been shown to be of interest and to attract visitors then it is probable that it will be extended. If not ... well, we may need to look for somewhere else, so please, if you are in the Ambleside area at any time, make a point of visiting and making your interest known.

NAMHO Conference 2004

Preparations for this event, which we are hosting at Coniston in July next year, are getting underway, and a good deal of groundwork has been done. The venue, John Ruskin School, has been booked, and a meets and visits programme agreed. You can find information and an accommodation list on the CATMHS web site, www.catmhs.co.uk

Membership

We welcome the following new members:

John Davies is a former member and meets secretary and has renewed after a 2 year lapse. John is a keen activist and explorer, and has already been coerced by Mark to help to survey Earthquake Passage at Coniston.

Adrian Mills, who comes from Cockermouth. Adrian is a former member of MOLES, and is interested in the whole range of mining activities

Tracey Binks. Tracey, who is a scientist, lives in Broughton. She has 12 years caving & SRT experience, and is a member of Furness SRT.

Susan & Christopher Halsey, from Broughton in Furness. Both are interested in keeping the memory of mining in the area alive. Susan Halsey is a librarian, and her family, Shaw, is local to Coniston and has long been connected to mining and quarrying in the area.

Steve Dickinson from Ulverston. Steve is an archaeologist and Heritage/Discovery programme co-ordinator. He has wide experience of archaeological research, writing and public presentation, and is currently writing a field guide to the archaeology of the Lake District, 5000 BC - 1650 AD.

CATMHS currently has 115 members.

News

Newland Furness Conservation Plan

A conservation plan for the Newland furnace was undertaken by Oxford Archaeology North on behalf of the Newland Furnace Trust between August and December 2002. The iron

furnace at Newland was one of the eight charcoal fired blast furnaces constructed in the Furness region of Cumbria during the first half of the eighteenth century, and in many respects is one of the most important. Its archaeological and historical significance is reflected in its recent designation as a Scheduled Monument.

In 1998 the Newland Trust was formed, and a nine hundred and ninety-nine year lease was procured for the furnace in 2001. Since 1989 the furnace, together with the blowing house and charging house have been subject to a programme of consolidation by a team of volunteers, mainly CATMHS members.

The Conservation Plan, commissioned by the Trust to formulate a conservation plan and to support future applications for funding, has incorporated an assessment of the historical and archaeological background of the site, which has focused on the wider setting of the monument, and the results make very interesting reading. The Newsletter Editor has a copy, which is available to members for short term loan, and which will in due course be deposited in the CATMS library at the Armitt Museum in Ambleside.

Newland Furnace on Radio Cumbria

Members of the Newland Furnace Trust took part in a 15 minute broadcast by Radio Cumbria, as part of 'Restoration', the BBC's major new programme looking at the UK's architectural heritage.

The programme was introduced by Radio Cumbria's Paul Braithwaite, and the interviews were conducted by Cas Graham. It features the voices of John Helme, Dr John Marshall, Dave

Robson, Paul Timewell and Peter Sandbach. It opens with an introduction by John Helme, who describes the furnace, then Dave Robson tells of the preliminary work clearing rubbish out of the building before John Marshall talks about the forming of the Newland Trust. They take it in turns to describe the importance of the furnace, how it operated in the old days, its effect on the local population and industry, and their own problems and working methods, finishing with what they have achieved, what they get out of it and future plans. It was a very interesting and competent broadcast, and as well as promoting their cause it does them great credit. Peter Sandbach taped the programme, and a copy will be kept in the CATMHS archive at the Armitt Museum, Ambleside.

Haig Colliery Mining Museum closed by HSE.

From the Whitehaven News, Thursday July 17th 2003:

“Asbestos discovery shuts mining museum. The volunteer group that has turned the Haig Mine Museum into a tourism focus may face prosecution after council environment health inspectors discovered a potential asbestos hazard.”

The mining museum has been closed down after inspectors allegedly found asbestos waste. In accordance with the Health & Safety at Work Acts prohibition notices have been served closing the premises because material confirmed by laboratory analysis to be brown and white asbestos were found to be present. The Principal Environment Officer said “The asbestos was found by one of our environment officers on a routine inspection. He found an open basement area where there was a lot of rubbish, including a white powder that he

suspected was asbestos. It was a difficult inspection using a torch. He also reported waste, some of it with asbestos, being burned outside. Before we can lift the prohibition notice the place will have to be properly decontaminated. They will have to get specialists in. There will have to be air sampling to check for fibres and they will have to get nil results from all areas. I cannot guess how long this will all take. Maybe the entire building will have to be decontaminated. This can be extremely expensive work.”

Speaking on behalf of the museum John Greasley said “The samples so far indicate very small quantities of brown and white asbestos. We are hoping to be open in a couple of weeks, once the sampling and encapsulation is complete.”

Haig Pit Restoration Group is an independent voluntary organisation set up after taking over ownership of Haig in 1993, buying the property from British Coal for £1. The group is working to restore the buildings and engines to their former glory. They have already achieved a tremendous amount, stabilising the once dilapidated building and restoring one of the two Dorling winding engines to working order. The museum is normally open to the public, and the engine operated daily. Let us hope that they are able to deal with and recover quickly from this setback.

Great Orme Bronze Age Copper Mine

The following is an extract from The times, Thursday April 24 2003, and was contributed by Alan Westall:

Bronze Age Cavern is the biggest in the world

Archaeologists believe that they have discovered what they believe to be the

largest pre-historic man made cavern in the world. The cavern, which is 130 feet below ground measures at least 50 feet across and is silted up with clay. It is part of a complex of Bronze Age copper mines which were discovered at Great Ormes Head, near Llandudno, in 1987.

The Great Orme mines were thought to be Roman, until civil engineers surveyed the site to see if it could support a tourists car park. They uncovered the network of tunnels, which amateur archaeologists and caving enthusiasts were convinced were far older. The private excavations uncovered a total of 40,000 bronze age implements, including 30,000 bone tools and 3000 stone hammers. Radio carbon dating has shown the artefacts to be between 3,000 and 4,000 years old. There are four miles of tunnels already excavated, and surveys suggest that there are probably ten miles overall.

The copper was used to make axes and other implements at the start of the Bronze Age; pre historic Britain had a far more advanced civilisation than previously thought. About 1700 tons of metal are thought to have been produced by the mines

In 1991 an exchange visit was arranged between CAT and the Great Orme Exploration Society. Eight of their members visited Coniston in October 1991, and in during the course of their visit they noticed some mortar stones built into the walls of the ruined buildings beside Levers Water. These had escaped our attention, but were identical in appearance to the very numerous mortar stones found at Great Orme. This discovery opened our eyes, and several more were found at Coniston and at Dale Head. No bone tools or hammer stones have so far been found, and these artefacts could

have been used at any period from the bronze Age to Elizabethan times.

It was not until Two years later, in October 1993 that about 20 CAT members visited the Great Orme mines. The area had been extensively mined during Victorian times, and miners then reported breaking into earlier workings, which were then thought to be Roman. The site had become overlain by spoil which has protected them from development. In the 1980's members of the Great Orme Exploration Society began to explore the workings by abseiling down the 19th Century shafts. In 1885 a date of 900 BC was obtained from carbon dating of a sample of charcoal, and the Great Orme Mining Company was formed to develop the site. They removed large quantities of 19thC spoil to reveal the main Bronze Age entrances, built an attractive visitor centre, and opened to the public in 1991. Great Orme is the only Bronze Age mine in the world open to public.

Cornish Tin Mines

South Crofty Tin Mine.

With the un-abandonment in September 2001 of South Crofty Mine, Redruth, the mining and geological plans, sections and records were returned to the mine from the Cornwall County Records Office.

HM Inspector of Mines approved the re-opening of the Tuckingmill Decline and the making safe of the area above the water level. This work has been completed and approval has now been given to make an access route from the Tuckingmill Decline into the New Cooks Kitchen workings.

It is proposed to process the ore on the South Crofty site and this will require the transfer of processing equipment from the old Wheal Jane site.

Geevor Tin Mine.

Geevor Tin Mine has, since October 2001, been run by Pendeen Community Heritage. Last year visitor numbers were the highest ever, and plans are now well in advance for some major developments. In conjunction with the St Just Mines Research Group it has been established that there is a larger area potentially accessible to visitors than was previously suspected. It is intended to create visitor access to a suite of spectacular workings that exemplify 19th & 20th century mining methods. A display at the mine shows some of the proposals for this ambitious multi-million pound plan.

NAMHO Newsletter 44, Spring 2003.

HSE Work at height Regulations

The NCA has been trying to persuade the HSE to exempt recreational cavers and trainers from the proposed new regulations, which require a second line to be used for SRT activities. The main thrust of the NCA argument is that by comparison with the variety of caving hazards SRT is among the most objectively predictable and safe of operations, and that the additional loads required to carry, install and remove the second rope would increase risk by magnifying fatigue and time taken.

The HSE's response is that "Part 3 of the draft Work at Heights Regulations states 'The system may comprise a single rope where (a) a risk assessment has demonstrated that the use of a second line would entail a higher risk to persons, and (b) appropriate measures have been taken to ensure safety.' The pending Regulations aims to reduce the levels of accidents across all industries, including Outdoor Pursuits, and if using a second line does not entail a higher risk, then a safety line should be used."

NCA Training Bulletin No 1, January - May 2003.

This legislation is likely to have implications for CAT underground activities, and, if passed, will have to be taken into consideration when conducting visitors to the NAMHO Conference, which we are hosting in July 2004. – Ed.

CATMHS Public Liability Insurance Re-visited

or

**All the Treasurer's interested in is
money!**

Those of you who attended the AGM last year will recall discussion of the Society's Public Liability Insurance costs. In brief, the cost has risen from £1.90 in 2001 to £5 in 2002 and the indicative figure for 2003 is £10 per member. In view of this further increase the Committee will consider (at the September meeting) a subscription increase or a separate charge for public liability insurance. It is clearly very important that we raise sufficient subscription income to cover running costs and do not use income from publications for the day-to-day operation of the Society. That money should be reserved for projects like re-opening Coniston Grey Crag level, rebuilding the adit at Hudgillburn and the purchase of surveying equipment.

Another change proposed by the Insurers will be advantageous; members who belong to more than one underground-related body will have to pay the premium only once, via one of the bodies and will then be covered for all of them. In the event of a subscription increase or a surcharge, it would not be applied to any member who produced proof of insurance via another organisation.

Woodbine Chimney

Between 1993 and 1997 the Furness Adventurers group of CATMHS spent a considerable amount of time and effort on a project to re-point and repair Woodbine Chimney, but little was written about it. Progress of the project can be traced through brief mentions in the minutes of CATMHS, There is a meet report and an appeal for help by Sheila C-P-Thomas in Newsletter 35, July 1993 and a further report in NL 41, July 1995, with a good picture of Sheila and John Helme engaged in pointing work on the chimney.

NL 48, December 1996 has a paragraph ... 'Rain and gales ensure that the chimney stays without it's cap, but the brickwork has been carefully put in by Rolf Fischer and is now completed. We hope to have form-work made and the cap completed before spring is out. Only then will the ladders be stripped out, so leaving the last mine chimney in Furness in a solid state.' In NL 52, Jan 1998 is a note that the project was finished, and there is a shadowy picture on the back of NL 54, August 1998. Now the chimney seems to be under threat. The following extract appeared in an article in the Evening Mail for 8th May 2003:

Enthusiast hoping Dicky Pink won't be demolished.

A history enthusiast fears a valuable piece of our past could be lost forever. David Houghton is worried about the future of Woodbine Pit, Newton. He says surrounding outbuildings have been knocked down in the past, and he fears Cumbria's last remaining iron ore pit chimney, otherwise known as Dicky Pink, could be next to go. He said 'I realise that you can't keep everything but I think something like this would be nice to preserve. This is part of the history of out area, and it shouldn't be forgotten.

Barrow history expert Dave Kelly, author of the book Red Earth, says Woodbine Pit was the last working pit in the Furness area, and was worked until 1944. The pit

suffered from huge misfortune, and 1926 was a particularly bad year.

In January that year the chimney was blown down, and four months later the work stopped again while new pumps were installed. Then, in August of that year the timber lining of the shaft collapsed and damaged the headgear and cases. Work did not resume until the New Year. Then, the following November the mine was flooded and it took three weeks to sort out. Mr Houghton said ' There seems to be a general trend that buildings in Barrow centre are being preserved, but I don't think things are in the outskirts. Things are being forgotten about, and people are letting them go. By the time it happens it's too late. We need to preserve them for future generations'

English Heritage spokeswoman Lela Beattie recommended that Mr Houghton contact the Department for Culture, Media and Sport about having the chimney scheduled. Scheduling means it's recognised as something important. You don't have to own the building to do that. Cumbria County Archaeologist Dr Richard Newman said 'If it's not a listed or scheduled building there is no level of protection.'

Peter Sandbach, having seen this report sent the following information:

There has been some speculation in the Evening Mail recently that Woodbine chimney was about to be demolished. It is true that the buildings around it have gone, but I met the owner of the site, Peter Beck, and he said that he thought that it was good for another 75 years. He seemed pleased to be the owner of this landmark and happy with the work that CAT had done to preserve it, but he would like to know when we are coming back to finish the pointing.

I do not have the information to produce the long awaited report on the work that we did here, but I do have some information on the beginnings of the chimney, from Barrow records office.

Peter Sandbach.

8th January 1926

Dear Sir,

I beg to submit to you my report on Newton mine which I visited on the 7th inst.

Newton Mine (Newton Mines Ltd)

Underground

Woodbine Pit

In this pit there are 12 workings, all of which are drawn at the 30 fathoms level and are situated as follows.

(There follows more detail of the workings in No2 vein, East End and No3 vein)

New Shaft foot

There is no work going on at present at the foot of the Woodbine Shaft owing to the shortage of steam pressure and the consequent inability to use the rock drills. As a result of the heavy rains, increased pumping power has been necessary. This has entailed further demands on the boiler, which is due for cleaning so there is insufficient steam to allow of the working of the air compressor. The other boiler is ready for use but the change-over has been delayed owing to the blowing down of the smoke stack in a gale last week. The work of forming a new flue to the new brick chimney stack is well in hand but it will be a week or two before completion.

Surface

There is nothing fresh on the surface at this mine except the above mentioned flue work which is being carried out by Rainey Brothers' men.

Deliveries

During the month of December 1925, the deliveries of iron ore amounted to 2672 tons 10 cwt. The total quantity of iron ore raised and sent away during the year 1925 was 25,716 tons....

I remain, sir,

Your obedient servant,

To W. F. A. Wadham Esq

Francis W. Rabey

The matter was discussed by the CATMS Committee, and the following (edited) correspondence ensued:

From John Aird to Peter Fleming, 6th June 2003:

Below are four messages relating to Woodbine Chimney

- 1) Sheila Barker to me
- 2) Me to Peter Sandbach
- 3) Peter Sandbach to me
- 4) My reply to Peter Sandbach

1. Hello John

Peter Sandbach has been to look at Woodbine Chimney at Dalton in Furness. The owner has no intention of knocking it down (phew) and seemed very proud of it. He would like us to finish off the pointing and says he would hire a cherry picker for us!

I had forgotten that we could only point as far as our ladders reached, having no money for scaffolding in those days. We did repair the top of the chimney, which was the most urgent requirement. Any ideas?

Sheila

2. Dear Peter,

I've had a note from Sheila Barker to say that you've been to see the new owner and that he is interested in re-pointing. Do we have any idea of the height of brickwork that needs doing? Is there any point in us seeing if the Local Authority archaeology people have any surplus funds or is that just a pipe dream? Best Regards, John Aird

3. Dear John,

I enclose an unfinished newsletter article on the subject. Peter Beck seemed to think that we would be willing to come back to finish the job and hinted that he would pay for a cherry picker to give access. I surmise that his planning permission to demolish the boiler houses was granted on the condition that he kept the chimney. It is now his responsibility to ensure that it remains safe.

We estimated that the chimney was 70 ft high. The top 5 ft was completely rebuilt, but could be tidied up if we had access from the outside. We reached about 15 - 20 ft from ladders, leaving a gap of about 45 ft. Each face is about 5 ft wide, though the north face needs little attention. There

seem to be about 20 bricks, which need replacing, but that figure will multiply when we look at it closely.

The Furness group is not as strong as it has been, and we work on a time scale of years rather than months. I don't rule out a return to the chimney, but please don't promise anything that we can't finish.

Regards, Peter

4. Dear Peter,

Thanks for the information, do not worry Treasurers are congenitally opposed to promising anything at all!

More seriously I think the next step is to have a look at the demolition planning permission and see what conditions were attached, if your assumption is correct then the owner is going to have to do the work himself (or pay for it) additionally if the local authority deemed it worth saving then public funds may become available. If no conditions were attached we'll have to reconsider.

My reason for writing to you is that I think we ought to investigate exactly what planning conditions were imposed (if any) when demolition of the buildings was proposed. If Peter Sandbach's surmise is correct then apart from applying pressure to ensure the owner and the planning authority's between them maintain the structure I do not think CATMHS ought to do any more work, for three reasons 1) there are more than enough things for us to do where if we don't no one will 2) having done a fair amount of pointing and brickwork this is a really large amount of work to take on and 3) a cherry picker is really not going to be suitable, full scaffolding of the structure is going to be very expensive when account is taken of the length of time it is going to have to be up!

Could you investigate with the local authority the details of the planning application and then report to the committee?"

Peter Fleming did so, and reported:

"I have been to see the planning officer

dealing with the work at the Woodbine Mine and also had sight of the documentation/plans etc. The chimney is not mentioned at all. There were no conditions attached. Mr Beck, the owner, is keen to let the chimney remain. He has submitted plans for the erection of a large agricultural building nearby."

22nd June, John Aird to Peter Fleming:

"Dear Peter, Since the planners have placed no conditions on the chimney and so the new owner is not required to maintain it, I have investigated the costs involved in scaffolding and pointing so that we have some real figures to go on.

Using Peter Sandbach's dimensions I estimate there is about 30 man days work in the re-pointing (assuming professional pointers), which I think is outside the capacity of the society in manpower terms.

Scaffolding chimney for 4 weeks for re-pointing	£1000
Re-pointing 84 sq metres/ £35 sq metre	£2940
Allow 20% for miscellaneous expenses and contingencies	£ 788
Total	£4728

I am not suggesting that CATMHS would pay this but if we feel the project important enough we might want to run a specific appeal to raise this (a relatively small!) amount.

Obviously we would need a binding undertaking from the owner that he (and his successors in title) would maintain the chimney in future."

This matter was discussed further at the committee meeting held on 4th July, and it was decided that if we were to try and raise money for this work the chimney should be scheduled under the MPP to give it protection. Concern was also expressed about Diamond Pit, a classic Furness mining landscape, where the landowner appears to be getting ready to remove material from the tips.

Incident on Coniston Old Man

By Alastair Cameron

The Coniston Rescue Team get involved with their fair share of minor rescues from underground areas in the Coniston Fells. One macabre incident which happened recently will probably be remembered for some time.

Saturday May 17th was a pleasant warm day and a family from North Lancashire were walking their two spaniel puppies on Coniston Old Man. The family climbed up to the Spion Kop bank at which point the two excited dogs chased each other into the level portal leading to the underground working areas, and did not re-appear. None of the party had any torches and they spent some time calling at the tunnel entrance but the dogs did not return. Eventually they called the police who alerted the Mountain Rescue.

A short while later I was spending a few quiet hours working in the back garden when my mobile phone rang and the familiar voice of Anthony Robinson asked if I was busy and whether I could possibly pop up to the rescue team base for a few minutes. When I got there Rob explained what had happened up on the Old Man. The team had found no trace of the dogs in Spion Kop and were puzzling over which of the several lower entrances to look in next. I started to explain over the radio where they should go. There had been a recent rock fall at the High Moss Head entrance and, although it was still 'open', team member Dave Shepherd was unsure about the safety. At this point Shep's voice was interrupted by another – the commander of a Sea King helicopter which was on exercise above Tolver. They were keen to do some 'proper' rescue work. Did we want any help?

Did the 'local expert' want taking up onto the Old Man?

A few minutes later I was being driven down to the school field where the Sea King was waiting with its rotors spinning round. In no time at all we were climbing up above the village with me standing at the front, still in my gardening clothes, between the pilot and navigator, pointing out exactly where I wanted to be taken. Fortunately the rescue team members were familiar with suitable landing sites on the Old Man and Shep had climbed down to the Low Moss Head bank with a smoke flare to guide us in. We made two attempts at landing, with the rotors getting dangerously close to the tops of the riving sheds. In the end I got lowered down on the winch.

We climbed back up to High Moss Head and crawled into the level over the recently fallen debris. The two dogs were found on the closehead floor, one dead and one badly hurt.

The injured dog was brought out onto the quarry bank. The RAF crew were keen to help further so the dog with the lady owner was taken down to the lower bank where the Sea King was waiting. We were quickly back at the school field where, this time, a large crowd had gathered to watch our arrival.

It is inconceivable that the two animals had continued to run along the level, in complete darkness until, at the foot of the Birkett Incline, they had literally 'run into space' and fallen the considerable distance onto the High Moss Head floor. The dog that was killed was buried by the rescue team on the quarry bank. For my part, I had never climbed the Old Man so quickly, from home to Moss Head and back in well under an hour!

A Motley Crew – The Response



Damian McCurdy, Stuart Cole, Richard Hower, Lindsay Harrison, Ian Tyler, Alen McFadzean, Rolf Fischer, Chris Jones, Mike Mitchell, Peter Fleming. Whitriggs, 1984.

This picture from Richard Hower was printed in the last Newsletter with a request for information or comment. Peter Fleming was able to identify most of the individuals. The following was received by email from Damian McCurdy:

Dear Ian,

I am on the back row, on the left, blue helmet. This photo was taken after we had exited from Whitrigg's mine.

For those who have never "done" this level, not far inbye there is a bit of a flat out squeeze, which also rises. Going through on the way in is bad enough but on the way out one slithers down through a pool of rich red goo. Someone likened it to being born again !!!!! Quite good actually but perhaps a bit fast. On exiting a few of us squirmed and rolled in the grass leaving trails of red ochre.

The meet was held on Sun 25th March 1984. A tub was found

containing several sticks of Dynamite. This was left undisturbed – I think. Photo D McCurdy





Photo D McCurdy

We then visited Daylight Hole Mine where some took the opportunity to wash their over-suits etc.

I can't remember who was the meet leader but I have noticed that he has not yet submitted his meet report!!!! If he does so now he may qualify for the World record in late meet reporting, or even the "Guinness Book of Records." I would be happy to provide a suitable trophy.

Yours Sincerely
Damian McCurdy

Thanks Damian for that information. Armed with the date and location I consulted the CAT Log Book for the period, which is in the CAT Archive in the Armitt Library at Ambleside. In those days meet reports were not published in the Newsletter, but were filed in loose-leaf log books. These exist for the period January 1983 until January 1992. After this the log books were discontinued and meet reports were published in the Newsletter. You are mistaken about there being no report, for the meet leader was Alen McFadzean, who was always conscientious about such matters. This is his report:

'Eleven members turned out for this trip*. We entered the Horse Level at about 11.00 am through Ray Bland's dig and made our way to a very tight squeeze through a run in which had been shored up by E.G.H** some months previous. Immediately following the squeeze was a crawl through a pool of liquid mud. This proved to be the most filthy mine any of us had been in! ***.

We traversed a large chamber, the roof of which had fallen in, leaving a new and very natural looking ceiling. Very dodgy place though. We then entered a complicated series of levels, which is beyond description; suffice to say we pushed everything to it's limit except a rather splendid raise to which we vowed to return with pitons and rope.

In the far series of levels we found a drainage tunnel which has all the features and is identical in every respect to the Whitriggs Drainage Level (bottom level in pickshaft cave) If this proves to be the W.D.L. then there is a possibility of winning into a whole new system. Both ends of the tunnel require digging. In this vicinity we could smell diesel fumes, and also near the tight squeeze; the fumes weren't present last year. However, it transpires Robert Thompson recently lost a tractor down Pylon Pot - could there be a connection?

We found plenty of artefacts, but left them in situ - shovels, picks, drill steels and det boxes. Lyndsay Harrison took photographs. Alen McFadzean.'

* There are only ten people in the photo, so who was behind the camera? Ed

** Eric Holland

*** The entrance was later dug out and shored up with a spacious wooden portal constructed by Anton C. P. Thomas and The Furness Mine Adventurers

The following is an extract from a report written by Anton C-P-Thomas in June 1988, again taken from the CAT Log Book:

‘At last Whittriggs is secured There is still some work to be done, but access is open and safe. During our operations here, and to fulfil our obligations to the landowner (stockproof, childproof, etc) we have gated and locked the portal with a combination lock. This, as one recent and self-exiled member will tell you, is the responsible and proper thing to do. Now the access is open, and the number worth knowing so that each member, and other responsible



persons, can have access to the mine without the hassle of going to pick up or return the key ... isn't that so Faddy? Please, when using the lock try not to gunge it up with haematite sludge ... take your gloves off or wipe your hands first. As the lock is operable from inside and out, maybe it would be best if we locked the kiddies out whilst we're underground there too.

After we've done the finishing touches to the entrance level, we intend to modify the second widge or squeeze at the base of the shaft, run in approximately 200 meters inside. Whilst we do not wish to be the final arbitrators of what happens at Whittriggs, and at the risk perhaps of being accused of eliminating a sporting feature, we do feel that enlargement of this section would have distinct advantage in times of access and supply to future inside digs, and also be of benefit to some of our more senior and/or less supple members.'

There was to be an evening meet on July 20th, but there is no report of it. There was one however, on 19th April 1989, which finished up with 14 members in the New Inn!

The FMA also positioned an original Whittriggs ore tub on a short length of rail outside the portal. Apparently this tub had previously been removed from the site by kids, who then trundled it down the slope into Daylight Hole. The FMA recovered it from there, winching it back up the slope, and repositioned it in Henning Valley. Coincidentally the FMA, who still meet most Friday evenings, are in the process of maintaining this tub – it has recently been repainted, and one of the tramlines is to be replaced.



Meets

A little copper mine

Present: John Aird, Paul Timewell, Dave Robson, Peter Flemming, Ian Matheson, Alan Westhall, Meet Leader Peter Sandbach and dog.

A fine sunny evening with good visibility brought out an improved



1850 OS map showing development just started at Elliscales. The tramway to Marton is complete, but most of the elliscales and Mouzel mines are undiscovered.

turn-out for a Furness meet. The track up Butts Beck runs alongside Dalton Rakes, a smallholding which separated the Mouzel mines of the Askham and Mouzel company from the Ashburners Elliscales estate.

After crossing the bypass, we passed close to the site of Mouzel No3 and No7 pits, in a field which is currently being cleared of bushes and ploughed. We skirted a small sop, not identified on the 1888 map, and carried on towards Greenhaulm. Just before the gate to the Askham road, there is a shaft which recently opened up to a depth of about 20 ft, but has since been filled in. This was Elliscales No2 pit.

Elliscales No 3 sop lies just to the North, and I wrongly informed those present that this was Greenhaulm mine.

Taking the track up towards the radio mast, we soon reached the site of the copper mine. This was met with



1888 OS map of the same area. It shows the Dowdales mansion (now Dowdales School), built on the proceeds of the mines. Elliscales No 4 engine house is still standing near to the roundabout.

derision, as there is only a single Shot hole and a pile of limestone rubble to be seen. I hope that the views of the Duddon estuary which soon followed compensated for this

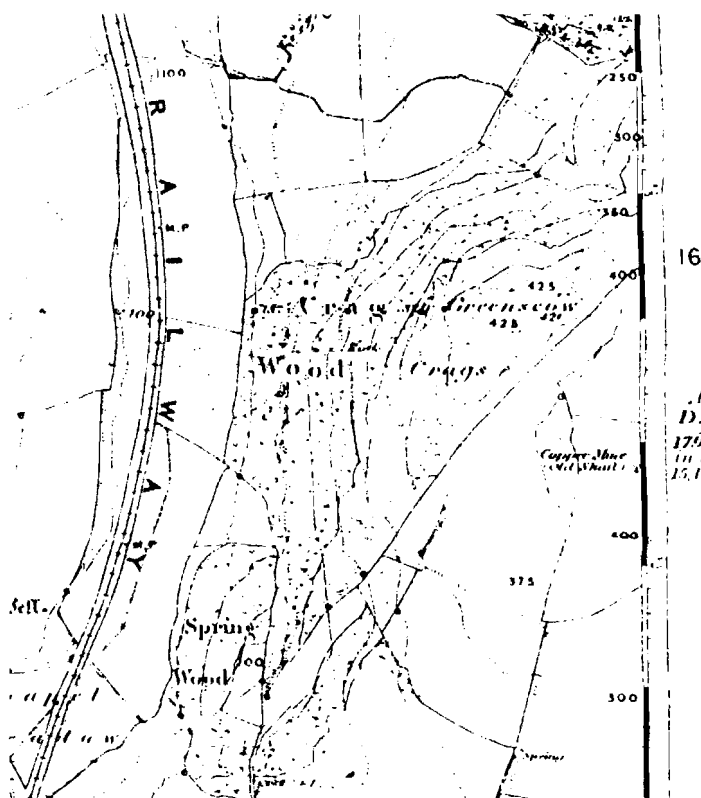
We then made a circuit of Greenscoe quarry (Basalt) and the brickworks shale pit, crossed the Askham road and followed the track past the brickworks and Park farm. After stopping to look at Burlington sop, where the old Park farm is shown on the map, we climbed the hill to Greenhaulm, where Paul had left his car to save us the last mile, and concluded the evening with a pint at the Bridge.

Peter Sandbach

I wrote the following report before receiving the official one from Peter! Chairman Mark Simpson had promised to attend, but at the last minute found that his presence was required in some dubious emporium in Bradford.

Ed.

The meet was billed as 'an opportunity to explore a little known copper mine in Furness.' Any mention of copper of course guarantees a good turnout, and we were all excited by the prospect of exploring a copper mine which even Peter Fleming did not know about. It turned out to be a small limestone outcrop with a single vertical drill mark in it, about five feet long. We were unimpressed. In fairness to Peter there is, he says, a 'coppermine dis.' marked on the pre 1850 Ordnance Survey map of the area.



1850 OS map showing the copper mine, just an old shaft when the Furness railway was single track.

Coppermines notwithstanding, we were treated to a grand two and a half

hour ramble through some fine Furness scenery. The weather was perfect and the views outstanding. Peter had thoughtfully provided each of us with a photocopied map of the area, though Dave Robson was intrigued to find that his one was of somewhere else! From Dalton fire station we set off, passed an old lime kiln, and on up the long narrow field separating the Mouzel and Elliscale Iron Mines. Apparently this strip of land was owned by the town of Dalton and was never mined by either company. It is now split by the recently constructed by-pass. On the top we were rewarded with a fine view in the evening sunshine over the Furness mine-field with its flooded pits, to Roanhead, Walney, Askham and Hodbarrow, with the Irish Sea to the west and the Lake District mountains to the east.

The area where we were now standing used to be a hive of mining activity, with engine houses and shafts all about, but all that remains now is a few flooded pits and the faint outline of the old mineral railway. There are some more recent limestone quarries and some shale quarries which are still used by the Askam brick works. The walk continued around these quarries, along a minor road and then a green lane before crossing the A595 and passing by the aforesaid Askham brick works with its smoking

chimney and piles of drab grey bricks. We had walked off the map some time ago, and, not being native to the area, I don't have a clear picture of where we went. We passed the large flooded Burlington pit from which the

Schneider family drew their wealth and followed a network of old tramways and rights of way to find Paul Timewell's Landrover, which Peter had thoughtfully arranged to take us back to our own cars in Dalton. We finished up at the Bridge Inn in Dalton, an old miners pub, very popular with the locals.

Thanks Peter for a very pleasant evening.

Ian Matheson.

Caudale Slate Quarries Meet rained off!

Meet leader Mark Simpson, Ian Matheson, Peter Fleming and John Aird met at the lay-by near the Brothers Water Inn, but were discouraged from venturing on the fells by the torrential rain, strong winds and low cloud. The CAT spirit is not what it used to be! We watched three foolhardy souls struggling up the rain lashed hillside and decided that that was not for us. Peter went off to visit Rheggedd, because he has a free pass, and later, during a brief dry spell, went to inspect the Myers Head mine. I learned that Treasurer Aird, who might be expected to know better, went abseiling in Blue Quarry at Coniston, getting up to his armpits in cold water. At least he showed some spirit! Messrs Simpson and Matheson had less fortitude and departed to the comfort of their homes and, for me, the attractions of the Italian Grand Prix on TV.

In the past we were tougher – Here is a report from the CAT logbooks of a meet held at the quarries in 1985. It seems that conditions at Caudale are fairly consistent: IM.

30.3.85

McF.

I am writing this under protest because the meet leader, who should have been Dennis Webb, failed to materialise. So

here I am, wasting time, paper and ink, all in vain because nobody ever reads these reports; I could probably ramble on for pages and pages in this bloody log book, perhaps write volumes, but my labours would pass unnoticed. It would probably be more productive, be more of a benefit to mankind, if I removed all these reports, placed them into bottles, and tossed them off the end of Askam pier.

In the event, six people turned up at the lay-by at the foot of Kirkstone Pass. There was some confusion, for it transpired that the Ullswater foxhounds had also chosen the same lay-by to hold their meet. The weather was torrential, just the same as it had been on our previous visit to these quarries several years earlier. Phil Merrin got lost in the mist and we had to send a search party; McF heard him blowing frantically on his whistle, and guided him down from the top of the higher quarries.

We abseiled down the raise, passing Grissenthwaite's Level, which we had explored previously, passing Jock's level, and finally alighting on Brownlee's Level at the bottom of the mine. There was a rather voluminous waterfall near the foot of the pitch, and we all received a good soaking – most of us were dressed in fell walking gear.

We thoroughly explored the bottom level, finding lots of broken ladders, a clog waggon still on the rail, an Ingersoll Rand 'Little Tugger' winze hoist still fixed to its screw jack, broken drills, a copper pipe for charging powder holes, and various lengths of sump fuse. Mike Mitchell removed a broken drill steel.

Alen Mcfadzean, Alistair Lings, Mike Mitchell, Chris Moore, C D Jones, Phil Merrin.
March 1985.

The following is a transcript of an article on Caudale Quarries that appeared in the QM journal in September 1933. It was received by email from Alastair Cameron prior to the meet:

Caudale Quarries

Transcribed from Quarry Manager's Journal Sept 1933

By WF Shaw and AD Cameron.

THESE famous old Westmorland Slate Quarries are situated on the Eastern side of the Kirkstone Pass, 1,700 feet above the sea, and 1,000 feet above the Patterdale Valley. They have been worked for very many years in a primitive fashion and have yielded a considerable tonnage of best quality roofing slates. Quite a number of houses are in existence which have been roofed with Caudale slate over 100 years ago, giving definite proof of the quality of the slate. Owing to the heavy overburden of hard gravel and volcanic rock the quarries are now chiefly worked on the underground system, and are really slate mines. ...

During the forties of last century there was considerable activity, and the quarries, which were opened on both sides of the Caudale Moor mountain, are said to have been held and wrought by separate companies. But after about 1880 the work appears to have been confined to the Eastern side and only in a small way. In 1898 four Kirby Ireleth quarrymen took over the property, and after working some months in the old levels they drove a new level known as the No. 3, or 'Brownlees' level, 9 yards below the former adit. These men succeeded in striking a good deposit of slate rock, and continued to work up to 1914, when the demand fell away and the younger members were called to the War.

The quarries stood idle until eighteen months ago, when they were taken

over by the Hartsop Hall Mining Syndicate, and opened out on a small scale. The present Caudale Slate Co. Ltd. was then formed, and at the moment the quarries are being rapidly developed, as there appears to be a great quantity of slate available. The extent of the development will depend entirely upon the nature of the demand for slate. Labour is drawn chiefly from the neighbouring villages of Borrowdale, Langdale, Kentmere and Coniston. The five day week is worked, and all the men appear content with the working conditions, which are very similar to other quarries in the district.

The deposit of slate rock is a bed about 200 feet in thickness and a quarter mile in length, which dips to the N.N.W. at 42 degrees from the horizontal. The plane of cleavage, however, is almost vertical and trends N.W. and S.E. There are distinct sills above and below the bed and the overlying rock is different in structure from the lower, although both are of the volcanic series of Borrowdale. Five distinct shades of slate metal lie one above the other and are not defined at the junction except by an occasional rough bar through the slate rock. It is possible to obtain a slate the ends of which are of different colour. The beds are known as the No. 1 or lowest bed, dark olive; No. 2, silver grey; No. 3, pale green; No. 4, light green, and No. 5, olive green. Of these, only the silver grey, pale green and light green beds are being worked, the greatest demand at present time being for the latter slates.

The deposit is crossed in a N. and S. direction by several quartz felsite dykes, the thickness of them being up to ten yards, but they do not appear to dislocate the strata in any way. Various minor faults, some of which are known locally as 'wrinkles', are also found usually ten to fifteen yards apart. The slate produced is comparatively thin, of fairly large size, and remarkably straight.

Several tunnels have been driven into the mountain on both the east and west sides, but at the moment; all work is confined to the eastern quarries, and at present only the lower three levels have been reopened. These are No. 3, or 'Browniees' level, which is at present the adit; No. 2 or "Jocks" level, 9 yards above ; and No. 1 or 'Grisenthwaites' level, seven yards above No. 2. They are interconnected by rises for ventilation. A new adit has just commenced sixteen yards below No. 3 level but has not yet reached the rock.

No. 3 tunnel is the chief producer at present, and slates are being raised from the roof, sides and a sinking in the large chamber or 'closehead' made by former proprietors. In No. 2 a new branch level has been driven, and is now being opened out into a chamber in the light green slate bed. Branch levels to the south are also being driven in No. 1 level, and light green slate is being raised from the roof of one of the old chambers. A large quantity of debris left by former workers is being cleared from the floor of an old open cast 25 yards above and over the chambers in No. 1 level. When cleared a rise will be put through and the whole roof and sides quarried out. This will enable the company to increase the output of light green slates by more than double, and also cheapen production. All new levels are driven 6 feet by 5 feet, and two men can make an advance of 3 feet per day using a 40 pound jackhammer.

As the quarries are near the top of the mountain it was not possible to haul up any very heavy machinery, and so the compressed air plant, consisting of a 45 h.p. Semi-Diesel Fielding-Platt crude oil engine and a two stage Sentinel air-compressor, were installed at the stocking ground by the side of the Windermere - Penrith road. The offices and men's quarters are also situate here. Compressed air is

conveyed in 3 ins. Unicorn piping three-quarters of a mile to the quarries, where it is delivered at about 90 pounds per sq. ins. pressure. Several jackhammer drills are in use, and vary in weight from 26 to 40 pounds. Hollow drill steel is used, sharpened cross-bit, and the deepest holes drilled are about 9 feet. The small machines are used for drilling from ladders in the chambers, which are 8 to 10 yards high. The heavier drills are mainly used for sinking and driving, and are capable of boring at the rate of 10 ins. to 12 ins. per minute. A little Tugger hoist and air pump are in use at the sinking in No. 3 level.

When blasting for slate Saltpetre Gunpowder is used, but for drifting, etc. Polar Ammon Gelignite is the chief explosive. After the holes are blasted in the chambers the large pieces of slate metal are reduced to blocks which can be easily handled and brought outside to the sheds on flat bogies. Here the splitters or 'rivers' split them into 'rivings', as they are called, and pass them on to the dressers, who shape and sort the finished slates. All the work is done by hand. There are two kinds of splitters on the district, one using a mallet and chisel similar to the Welsh quarrymen, and the other the old fashioned hammer. The latter tool needs a good deal more skill in use, but it is noted that hammer splitters are capable of making a better class article in poorer material. Unfortunately, very few apprentices are taught to use the hammer, and there is a shortage of this type of workman.

All the slates are produced on contract, and the quarrymen usually work in gangs of four, being paid on the tonnage of finished slate raised. 'The Company', as they are called, usually consists of two rock hands and two splitters. The dressers are also paid on tonnage, but are separate from the quarrymen, and one dresser

probably serves two or even more 'companies'. The owners of the quarries are considering the erection of an aerial rope-way for transporting the slate and building stones from the quarries to the stocking ground. At present thirty men are employed, and this number will be increased when working places are prepared.

Valuable orders have already been received, and there appears to be every promise of the undertaking developing very successfully.

Daylight Hole, evening meet, 11th June

Meet leader Peter Fleming, being recently out of hospital following an operation, attended but didn't go underground. Paul Timewell took on the role of underground leader and guide.

There was a surprisingly good turnout for this meet. In addition to Peter & Paul, there were Mark Simpson, Ian Matheson, Peter Sandbach, Mark Scott and Dave Robson. Pete Blezzard and Ann Danson put in a brief appearance at the start, but wisely declined to venture underground. There were also two residents of Lindal, Alan Postlethwaite and Richard Quirk, who

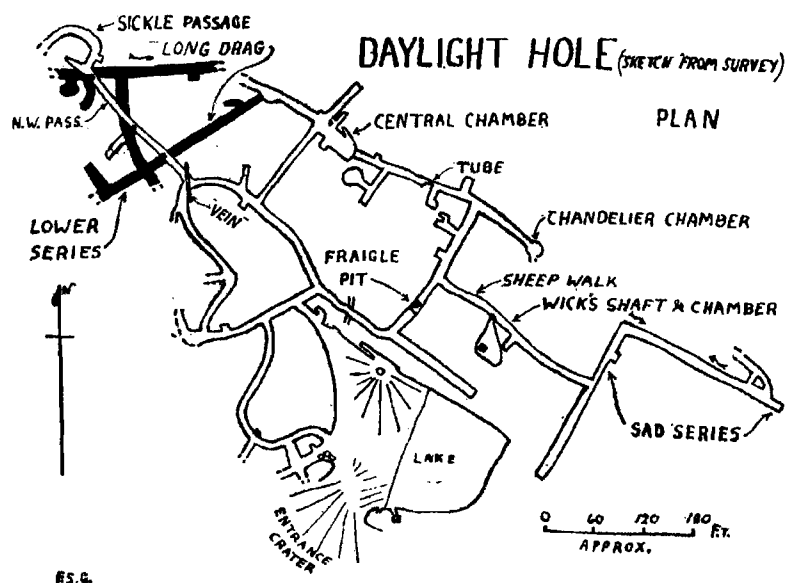
is also a CAT member. The Lindal & Marton Residents Association are concerned that evidence of Furness Iron mining heritage is disappearing fast, and some remains at least should be preserved. They are also interested in obtaining one of the original ore tubs in Daylight Hole in order to create a heritage feature on Lindal Green.

It is about twelve years since I last enjoyed a visit to a Furness haematite mine, and I vowed then that it would be my last. Time must have dimmed my recollection of the filthy red mud. It will be another ten years at least before I go again. By then the red stains on my clothing might have faded.

We clambered down the steep slope of the entrance crater into the Daylight Hole, and Paul led us along some reasonably upstanding passages to view the ore tubs. There are four of them, standing where the rails would have been, beside Fraigle Shaft. All are in good condition, except that the wooden chassis have rotted away, allowing the body of the tubs to settle onto the wheels. There is a fifth tub, partially buried in the spoil which has been tipped down Fraigle Shaft. Apparently there was once a sixth tub. I am told that one of the founders

of our society, not now a member, once tried to retrieve it. His rope broke whilst he was hauling it out, and it disappeared into the depths of the lake!

The two Lindal bods set about digging out the buried tub, aided by Peter Sandbach and Mark Scott,



whilst the rest of us followed Paul to view the workings. This is not always possible, as the winter water table

Daylight Hole Lindal - Furness -- The ore wagons



floods the levels up to roof height. Unfortunately on this occasion the water was quite low, and we were able to proceed. This involved two crawls and a small climb, which in a clean mine would pose very little difficulty. In a haematite mine they are an opportunity to get covered in red gloop. The Furness people, used to such conditions, thought nothing of it but those members from outside the peninsular, notably the Chairman and Membership Secretary, were not best pleased. We passed Central Chamber, slithered through the tube, and found ourselves at the back of Fraigle Shaft, where we could hear the diggers at work. We continued along Sheep Walk and passed Wicks Shaft and Chamber This is often full of water, but on this occasion it was dry. Wicks Shaft is now blocked, but it used to allow light to penetrate to this spot, and Peter Fleming and I recall visiting it years ago when there were several bloated dead sheep floating in the water. Some crows had flown down the shaft, gorged on the carcasses, and were too heavy to fly out again. Lovely place! We

continued as far as the junction with the Sad Series before retracing our steps.

The diggers had excavated around the buried tub, but the suction of the mud would not let it go, so it was left to for another time. Anyway, permission will have to be obtained before it can be removed. After a bit of a clean up some of us adjourned to the Anchor Inn nearby.

Ian Matheson.

Ore bogie removal

Artefact to place on Lindal Green.

By Richard Quirk

This idea came about from a (Lindal & Marton) Residents Association meeting, when it was suggested that we should have something of the iron industry to help locals identify with this important aspect of our heritage. Having surveyed part of Daylight Hole when I was a young lad a hundred years ago, I arranged to show a few of us from the RA (not 'Royal Academy') around the workings on 20th June.

All were duly impressed, and agreed the ore bogie would be a great feature on the green, post landscaping. Our next visit (as we couldn't keep away), included CAT members Paul Timewell and co. who stayed with us to the end. Helen, the RA chairman/woman/person (for the benefit of PC people) enjoyed the experience of red muddy water running down her back after losing her helmet on the floor of the tunnel in a convenient pool.

The bogie chosen was half buried at the shaft run in, and as I was the only one to bring a shovel in preparation, I did not want to be greedy – so let everyone have a share. We did manage to get some movement that night, accompanied by much squelching from the suction which was determined to hang onto its treasure.

The following week, a concerted effort using a turfer and bolts saw the bogie removed from the ooze and left sitting on its end to allow some of the mud to fall off?

All tooled up for digging the following Friday the bogie was pushed/dragged along the rails and across the rough bits till it was at a half blocked section about 60 ft from the entrance. The next bit was the hard bit! Mud and rock removal got underway and by the use of scaffold planks and other bits the bogie was gradually inched forward. At one point accompanied by piecing screams from one who had his wellies stuck fast in the red evostick; he was concerned about being run over by the rapid progress of the bogie (5ft/hour). It was then brought forward almost to daylight and left for another week. I must admit, I was as worried about leaving it so close to the outside as a person would be about leaving their car on a street in the Gorbels.

Next Friday, my faith in human nature restored – it was not sitting on bricks with the wheels gone! The next bit was the hard bit! – getting it over the boulders in the main chamber without crushing anyone. With scaffold planks, steel conduit and lots of verbal it came over the biggest gap. It was then back to some more digging to be able to cross haul it where there was some flat ground? (well I was told it was flat). As it was now fully exposed in all its glory we had to come back the next day (Saturday, I was still worried about the vandal element!).

Those who know Daylight hole know how steep the tunnel is. Luckily it was a glorious dry day when we should have been with the families – but a man's got to do what a man's got to do. The hand winch was duly rigged to a convenient tree along with a safety line, (the site been nobly cleared by CAT previously). The ground was still soft in places, the bogie was heavy and the winch wire was thin, but as was pointed out, the bogie had by now

acquired mud tyres. When we reached the corner we had to tie it off and move the winch to the next tree.

The next bit was the hardest bit! As it was steeper it required the long scaffold planks to help it up and reduce the load on the thin winch wire. Two brave/mad souls kept hold of the bogie to guide it up the ramp. At the top it had to be cross hauled away from the tree roots and the winch re-rigged again. As the safety rope also needed re-rigging the bogie was held on a wire sling (thin wire sling).

The next bit was the hard bit! As we had to cross the slope diagonally and needed an extra rope to keep it upright. Alan (who is a retired vicar and therefore has his place reserved) was on the more dodgy side. At last we got to the hard bit, this was the very steep final slope which was rough and required more planks which kept wanting to slide down.

Suddenly we were on the path! The sun blazed down and bogie which seemed so big on the way up now looked like a dolls pram. We waited for Paul to bring the trailer round and in no time the bogie was secured. As I had a pressure washer at home we headed up to give it a wash, ... and the trailer ... and the road ... and the rear of the Landrover. My wife deflating me with the comment 'I thought it was bigger than that and its taken all these weeks...'

After a cup of tea I waved a fond farewell to the bogie with a tear in my eye for a job well done. It is now in store (at the FMA Roanhead store, Ed) awaiting its final glory in Lindal.

PS As a sign of RA appreciation, a meal and beers were provided the following weekend at the Anchor for all the hard graft that was put in. Thanks to all involved.

Dick Quirk RA and CAT
Alan Postlethwaite
Jim Collings

Helen Johnston

**Bleaberry Hause and Broughton Moor,
Saturday 7th June**
Alastair Cameron

The late Reverend R. D. Ellwood, vicar of Torver, once calculated that there were more people living in the parishes of Coniston and Torver in the Bronze Age than there are today.

There is certainly a lot of archaeological evidence to the former civilisation but, unlike today, Bronze Age man preferred the high ground away from the swamps and wild animals in the valley bottoms and along the lake shore. The weather was much better during Bronze Age times so the environment on the high commons such as Bleaberry Hause and Broughton Moor was ideal for them.

On 7th June 2003 a joint CAT and Coniston Local History Group trip visited both Bleaberry Hause and Broughton Moor to study archaeological and industrial archaeological remains. It was a glorious day. The weather was warm and sunny and the gently breeze helped to keep everyone cool.

About 18 people including three 'meet leaders' left their cars at Brocklebank Ground and were led by Hugh Cameron (who lives there) through his back garden and up the bank behind. The steep coppice woodland above is rarely visited but holds a huge amount of interest. As they followed Hugh up the old peat road and onto the high fell the group were shown several former charcoal burner pitsteads and an old stone quarry, which may have been used to provide walling stone for the construction of parts of Brocklebank Ground and possibly the Coniston branch of the Furness Railway.

The first destination of the day was a small slate working on the side of Bleaberry Hause, not marked on any maps, and of which nothing is known. The former Edward Dickinson once lived at Brocklebank Ground and had researched the workings but died before we could record his findings. We studied the

workings which consisted of an open cut from which the stone had been quarried and a tip on which there were the remains of a riving shed of unusual design. The quarry was clearly on the flag vein and seemed to have been worked during the 20th century. The name of T Barrow and date of October 13th 1916 was spotted on the wall of the riving shed; an interesting date as most young men would have been away fighting for King and Country. Perhaps a few elderly men from Torver, including Mr Barrow, kept the workings going during the war years. It shouldn't be too difficult to get information about him from the village.

Having studied the workings and the remains of machinery the group made their way towards the next point of interest which was the Bleaberry Hause deer dyke. This remarkable structure runs for more than a mile over the fell and is reputed to be of Bronze or Iron Age origin. The group looked at the dyke and were very unconvinced. In fact Mr Westall became of the opinion that it was nothing more than a boundary wall splitting two manorial estates. More work and discussion is needed here.

All around this area are strange rock features most of which are probably prehistoric. No one has done a proper survey in recent years. Perhaps next time we go there we should take the GPS and a camera to record them all.

We realised we had to push on, as we planned to meet Don Kelly from Burlington Slate at Broughton Moor Quarry at noon. It seemed a shame to leave this remote place on such a lovely day with the larks singing overhead. On our way down Seal Gill a stone circle was spotted by one member of the group and also a strange structure which may have been an early lime kiln. We eventually gained the quarry road and met Don at the high Lag Bank workings just in time for a bite of lunch.

Don started by explaining the early period of the operation here. Lag Bank Quarry was started in the middle years of the 19th century working the light green slate band

but had closed at the start of the Great War. The lease was taken up again in the early 1920's by a group of quarrymen from Coniston including Cornishman Claude Cann. Claude expanded the workings considerably and was responsible for discovering the colossal deposits of slate on the moor below Lag Bank, resulting in Broughton Moor Quarry becoming the most productive slate working in England. Cann was a great innovator. During the 1960's slate extraction had been by the massive heading-blast technique and Don showed us a number of places where this had taken place. There are still the remains to be seen of a failed heading-blast in which the hillside had just shattered into hundreds of small broken blocks.

Don then took us onto the main working floor. This is a remarkable place. The smoothness of the floor itself, caused by exclusive use of wire saws, was quite noticeable. The walls were also perfectly smooth causing the site to look more like an Italian marble quarry than a Coniston slate working. A 50ft high section of the quarry wall had been sawn by wire the previous week and was waiting to be toppled over. Don explained how the holes were drilled to take the wire. Nowadays electronic equipment helps to make sure the holes meet up perfectly, deep within the face. He also explained how the wire was threaded through the newly drilled holes. String was pushed through as far as possible, and then a blast of compressed air finished the job, forcing the string forward until it emerged from the other end.

We discussed how Don's early years in the industry compared to those of young lads today. Don had 'served his time' at Moss Head on the Old Man. His father, Charlie Kelly had done the same, at nearby Spion Kop. It is pleasing to hear that Burlington are now taking on new apprentices again, after a break of several years. Two Coniston lads are working under Don at Elterwater Quarry. However, unlike the former times, they are expected not just to be able to work the face and rive and dress slate but also to become proficient at

Microsoft Excel spreadsheets and Sage accounting packages.

It was with great regret that we left the workings. We could have gone on listening to Don for the rest of the afternoon. Most of the group headed down the rough quarry road to Torver while a few decided to strike across the fell and drop back down to Hugh's place. Later we met up for a pint in the Sun in Coniston. It had been a great day; "the best CAT trip I've been on for years" was one comment.

Mandells Office

At the time of the re-development of the old railway station site at Coniston CATMHS arranged a lease on the Mandell's Slate Company Office with a view to preserving it. It was then the only remaining original building on the site, the weigh bridge having been demolished a short time earlier. Quite a lot of work was done to put the building into good order and to make it secure, and the old sign was re painted by Sheila Thomas. Since then the building has been used as a store and repository, although Alastair Cameron once organised a small CAT exhibition there. The CAT ropes and SRT equipment are kept there, and also the pump. There are some display materials and some mining artefacts which have been put there for safekeeping. Included in this collection are the blacksmiths tools from the Moss Rigg Engine House and a sheave wheel from the Bonsor East Shaft.

Over the years it has become overgrown, and junk has accumulated. It was decided therefore to hold a work meet prior to the committee meeting held on 12th May. In fact John Aird went there the day before to appraise the job, and cut down all the brushwood which was beginning to envelop the building. Loose drain pipes and guttering were repaired, rubbish thrown out and a general tidy up carried out. All the stored artifacts were labeled and all the rubbish was taken to the tip in Ambleside.

IM.

John Brogden & Sons : Industrial Pioneers in Mid-Glamorgan

by LEONARD S. HIGGINS

Contributed by Peter Sandbach.

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O'er the WORKS OF TONDU and the
fine Vale
of Ogwy,
When threatening clouds were gathering
fast,
When our comforts and homes, and the
fruit of
our labour,
Seemed all swept away on the breath of
the blast,
Then BROGDEN, our patron, like an
angel-
deliverer ,
By Providence Divine, to our country was
led,
And under the magic of his mighty
influence,
From among us the demon of poverty
fled.
He spoke! and his words gave new life
and
vigour ,
To all things around him-the dead things
of yore-
The Furnaces' blaze illumined the
country,
And the glens all resounded the iron
mills' roar.

JOHN BROGDEN, the founder of the family firm John Brogden & Sons, was born in 1798. He married in 1822 and settled in Manchester where his four eldest sons, John, Alexander, Henry and James, were born. These sons in turn

assisted their father with his many undertakings and later became his partners. This combination of father and sons, in addition to constructing railways in the Midlands and the North, mined Furness haematite ore and exported it to South Staffordshire. Brogden and his three eldest sons John, Alexander and Henry, promoted the Ulverston and Lancaster Railway Company in 1847 and completed the construction of the line in 1857.

The Glamorgan Iron and Coal Company had erected two furnaces at Tondy in 1843. In December 1853 the Brogdens purchased from Sir Robert Price for £10,000 the leases of the lands and mines he held as part of the works, and in the following January he agreed to sell them the works itself for £35,000. The deed assigning the Glamorgan Iron and Coal Works to the Brogdens-the father and his four sons John, Alexander, Henry and James-was signed on 20 June 1855. John Brogden & Sons had thus acquired the ownership of the works and, under leases of varying length, the right to mine coal and ironstone under certain lands at Tondy, Felin Fach, Tyr Gunter and Park Bio, Bettws and Tywith.

James Brogden, then twenty-two and the junior partner, was sent to take charge of the undertaking. At first his task was not an easy one, because lack of capital had resulted in the works having been operated inefficiently for some time. In fact, a testimonial made to him on the occasion of his marriage in September 1859 refers to his having entered upon the works in the most discouraging circumstances. However, he soon brought in new men, including George Birbeck as mineral agent, James Barrow as mining engineer and George Morley as the works manager. Under George Morley the weekly "make" of iron of less than 80 tons was quickly increased to 100 tons and later to between 500 and 600 tons. The works was soon extended and eventually included 2 blast furnaces, 3

rolling mills, 23 puddling furnaces, 11 ball furnaces, a forge and 100 beehive cokeovens. Park Slip was also opened and certain South Crop seams, in particular the Cribbwr Fawr, were exploited. The works was served by an inclined-plane railway of standard gauge and this was connected to the Llynvi and Ogmore Railway.

Soon after 1860 the prospects of the Llynfi Valley improved and in 1863 John Brogden & Sons re-leased Tywith and Cae-cwarel farms from the Dunraven estate, and with James Barrow as manager soon commenced to raise large quantities of coal. In the same year the firm took a lease, also from the Dunraven estate, of the minerals under Blaen-Cwmdu, from which it obtained a rich harvest of both coal and iron. In the following year it leased the Garth land from Major Traherne, James Barrow supervising the sinking of the Garth pit and the erection of coke ovens. These worked until 1877 when they were closed owing to the depression in trade.

The enterprising Brogdens decided to extend their coal mining operations to the Ogmore Valley, and John Brogden & Sons leased extensive mineral property in the valley from the Duchy of Lancaster. At first the firm obtained its coal from levels situated chiefly at Nantymoel at the head of the valley and at Fron Wen. In 1865, however, it sank the Wyndham pit and opened the Tynewydd level, both of which it worked until 1872 when they were taken over by the Llynvi, Tondy and Ogmore Coal and Iron Company. In order to provide an outlet for their coal the Brogdens promoted the Ogmore Valley Railway Company, of which, since the father was in semi-retirement, Alexander, then the eldest surviving partner, was the chairman. John, the eldest son, had died in 1855. The Act, obtained in 1863, authorised the construction of a standard-gauge locomotive railway from Nantymoel at the head of the valley to a junction with

the Llynvi Valley Railway at Tondy. It also gave the company power to lay a third rail along the existing broad-gauge railway from Tondy to Porthcawl to enable its trains to run over that section of the Llynvi Valley Railway. The line was opened for the through working of mineral trains from Nantymoel to the dock at Porthcawl on 1st August 1865.

The Brogden developments in the Ogmore valley made it necessary for them to provide a larger and better equipped outlet for their coal than the old tidal dock at Porthcawl. Because they had constructed their Ogmore Valley Railway on the standard gauge, the transfer of coal involved at the interchange station at Stormy prevented their obtaining access to the docks at Cardiff over the broad gauge South Wales Railway. The fact that the two gauges were involved also made it impossible for them to obtain an outlet from Blackmill by way of their Ely Valley Extension Railway. They therefore decided to construct a new dock at Porthcawl, and in order to do so they secured the co-operation of the Llynvi Valley Railway Company, which then owned the old tidal dock. The two companies obtained the Llynvi and Ogmore Railways Act in June 1864, empowering them to make improvements at the Porthcawl harbour. It authorised, among other works the construction, at the northern end of the existing basin, of a dock with a southern entrance and gates, and it provided for a committee consisting of two from each company to own and manage their harbour.

The new dock covered 7½ acres. It had a wharf of 2,300 ft., was equipped with four high level loading stages, and provided room and appliances for the shipping of 5,000 tons of coal a day. It was completed at a cost of £250,000 and was opened on 22 July 1867. The S.S. The John Brogden was given the place of honour in the opening ceremony. The plans reveal that R. P. Brereton was the

engineer and William Tredwell the contractor. Brereton had been I. K. Brunell's chief assistant and Tredwell had constructed the Furness Railway.

In the meantime, in July 1866, the Llynvi valley and Ogmore Valley Railways Amalgamation act had created the Llynvi Valley and Ogmore Valley Railway, and Alexander Brogden, then the senior partner in the family firm, was the deputy chairman. Therefore, by the end of 1867, John Brogden and Sons had acquired a half share in the new dock and of the unified railway system that served its undertakings.

On 31 January 1865 James Brogden purchased for John Brogden and Sons from the widow of Sir Robert Price and her mortgagee the thirty-odd acres of land adjoining the new dock that had not been bought by the old dock and tramroad company. In May 1867, with the intention of establishing a town on this land, he granted building leases on the western side of what he planned was to be its main street and was to be named John Street in honour of the head of the family firm. This development was not proceeded with by Alexander Brogden when he assumed control in Tondy. However, when John Brogden & Sons was dissolved in 1880, this land was purchased by Mrs. James Brogden, and the nucleus of the town of Porthcawl was established on it.

When John Brogden, senior, died in December 1869, Alexander, the eldest partner, assumed his father's position as head of the family firm and came to Tondy to take control of its Mid-Glamorgan undertakings. He chose to reside in the vacant home of the correspondent in his brother James's divorce, despite the strong protests of James and his offer to vacate Tondy House for him. James greatly resented his brother's action, and the relationship that developed between them must have deprived the partnership of the co-operation essential for the successful

solution of its many industrial and financial problems.

Towards the end of 1870 the New Zealand government authorised the colony's first major railway construction programme. It entered into negotiations with John Brogden & Sons, and James Brogden went out to New Zealand to complete them. He left Liverpool on 19 August 1871 and returned to England early in 1873. In 1872 the company was given six contracts for sections of railway totalling 159 miles of construction at a cost of £808,000. In order to carry out these contracts, the firm sent out a fleet of fifteen ships carrying more than 2,000 navvies with wives and children and equipment.

The New Zealand venture by John Brogden & Sons undoubtedly turned out to be a great disappointment. The first proposals the Brogdens made indicate that they originally saw the project as an opportunity of taking over the colony's whole railway construction programme: it ended, however, in their obtaining only half a dozen relatively small contracts. The venture was also not a success financially. Some Brogden

correspondence relating to 1879 contains references to the firm's outstanding claims against the New Zealand government and to a proposal to send James out again to press for payment.

John Brogden & Sons also had railway interests in Holland. It held the concession for the construction of about 50 miles of railway, the Tilburg and Nympeguen in North Brabant and Guelderland, which formed part of the Dutch South Eastern Railway and a new direct through route from London to Berlin via Flushing. Brogden correspondence also contains references to their dispute with the Dutch South Eastern Railway Company, and since John Brogden & Sons held £15,000 worth of this Company's bonds in 1876, the dispute might also have been a financial one.

In 1871 John Brogden & Sons owned the following collieries in Mid-Glamorgan-Park Slip and Caedu in Penybont, Tygwyn, Maesteg Numbers 5, 8 and 9, Tywith and Garth in the Llynfi Valley, and Wyndham and Tynewydd in the Ogmore Valley. The firm also owned the Bwllfa-Merthyr Dare Colliery in the Aberdare Valley and the Graig Colliery in Hirwaun. In addition it held shares in the Mwyndy Iron Ore Company Limited, which had mines near Llantrisant.

The trade of the new dock at Porthcawl grew rapidly as a result of the Brogden developments in the Llynfi and Ogmore Valleys. In 1864 only 17,306 tons of coal passed out of the old dock, while in 1871 the new dock shipped 165,000 tons, very largely the output of the Brogden undertakings. In fact, in 1873, when the Great Western Railway Company took over the management of the Llynvi and Ogmore Railway, the prospects appeared to be so good that the Great Western directors guaranteed the Llynvi and Ogmore shareholders a dividend of 6 per cent.

In the early 1870s, during a short period of prosperity on the part of some industrial combinations, Alexander, Henry and James Brogden decided to form a joint stock company to take over the Mid-Glamorgan undertakings of John Brogden & Sons and to acquire others. Therefore, on 17 August 1871, two days before leaving for New Zealand, James Brogden appointed his two brothers, Alexander and Henry, as attorneys to do in his name whatever they should in their discretion think fit in order to establish such a company. Following the completion of the negotiations and agreements involved, a new company, the Llynvi, Tondy and Ogmore Coal and Iron Company Limited, was incorporated in 1872. Alexander Brogden was the chairman of its board of eight directors, and its capital of £550,000 was divided into 11,000 shares of £50 each. Henry Brogden later became the managing

director. The new company took over the properties of John Brogden & Sons at Tondy and in the Llynfi and Ogmore Valleys, and purchased those of the Llynvi Vale Coal and Iron Company and the Maesteg Ironworks Company. The property of the new company included, in addition to some 14,000 acres of the coalfield and the collieries, two blast furnaces, forges and mills at Tondy, four blast furnaces, forges and mills at Llynfi, and three blast furnaces at Maesteg. The strike of the colliers in South Wales in 1873 was settled in the undertakings of this company when Alexander Brogden, on the payment of a heavy penalty, withdrew from the Colliery Owners' Association and granted the demands of the men.

However, the improvement in the coal and iron trade was very temporary, and the company found it increasingly difficult to survive. The development of the Bessemer steel process and the increasing importation of high grade Spanish ore made the works unremunerative and it became necessary for the company to construct new Bessemer furnaces and a new rolling mill. Ultimately, however, the efforts to stave off disaster proved futile, because it became impossible to keep up the interest payments on two 6 per cent debenture issues- £150,000 on the Tondy and Ogmore Valley properties and £100,000 on the Llynfi Valley properties. In 1878 the holders applied to the Court for the appointment of a Receiver, and Mr. John Joseph Smith was appointed in that capacity.

About the same time John Brogden & Sons became involved in an unsuccessful and very costly legal dispute. The firm owned the Bwllfa Colliery in the Aberdare Valley, and since the beginning of 1870 had supplied weekly quantities of Bwllfa coal to the Metropolitan Railway Company for its locomotives. Following complaints with regard to the regularity of the deliveries, they were discontinued

without notice being given of the intention to do so. The railway company maintained that a draft of an agreement approved by Alexander Brogden was a contract requiring two calendar months' notice to terminate it and brought an action against John Brogden & Sons to recover damages for breach of contract. The action was tried at the Surrey Spring Assizes of 1873, when judgement was given for the railway company, subject to a special case. This came before the Court of Common Pleas, which also gave judgement for the railway company and assessed the damages at £9,643. The Brogdens took the case to the Court of Appeal and subsequently to the House of Lords, which in July 1877 affirmed the judgement complained of and dismissed the appeal with costs.

John Brogden & Sons was now in great difficulty. The loss of its very valuable Mid-Glamorgan properties, the financially disappointing New Zealand venture, its unsuccessful and very costly litigation with the Metropolitan Railway Company, and the money problems connected with their father's will ultimately resulted in the company becoming insolvent.

Subsequently, on 12 January 1880, Alexander Brogden commenced an action against his two partners-his brothers Henry and James-and a writ of summons was issued. On 31 July, however, he sought the approval of the Court to an agreement that had been arrived at between the parties on 26 July, and the Court stayed the action and dissolved the partnership as from the date of the agreement. Therefore, the family partnership, trading as John Brogden & Sons and carrying on business as Contractors, Colliery Owners, and Iron-Masters at 52 Queen Victoria Street in the City of London, was dissolved as from 26 July 1880.

The collapse of the South Wales iron trade, the fall in the price of coal, and the progressive deterioration of trading

conditions during the late 1870s undoubtedly played an important part in bringing about the failure of John Brogden & Sons. However, the construction of a new dock that became redundant in less than forty years, the promotion in 1872 of a major company largely dependent on the production of iron, the misinterpretation of the opportunities presented by the New Zealand railway construction programme, and the carrying of the relatively unimportant Metropolitan Railway dispute to the House of Lords suggest that a venturesome, speculative and self-confident nature had also played some part in bringing about the failure of the firm.

May BROGDEN enjoy a long life of
prosperity
In the hearts of the people and the favour
of JOVE,
Soon may he be married to an angel of
goodness,
That will cheer him and help him in his
labour of love;
And may his descendants inherit his
virtues-
His love of religion, his power of mind,
His great liberality, integrity, and
kindness,
His pleasure in lessening the ills of
mankind.
While the language of CYMRU be the
language of Poets,
And bards to the virtuous sing their
sweet lays,
Our BROGDEN and all his
magnanimous agents,
The country will ever resound with their
praise.

The verses published above and at the commencement of this article are taken from a translation of a song "in honour to Messrs J. Brogden & Sons, by the Ivorites Lodge, held at the Angel Inn, Aberkenfig-tune 'Merch Megan'.

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

Committee Meeting held on the Monday 17th March 2003 at the BMSC Hut at Coniston, starting at 3pm.

Agenda.

- | | | | |
|----|-------------------------------|----|--|
| 1 | Apologies for absence | 2 | Minutes of the last meeting |
| 3 | Matters arising | 4 | NAMHO 04 |
| 5 | Secretary's Report | 6 | Treasurer's Report |
| 7 | Membership Secretary's Report | 8 | Meet Report |
| 9 | Newsletter | 10 | Publications |
| 11 | Library | 12 | Coniston Coppermines |
| 13 | Hudgillburn | 14 | Date and venue of next committee meeting |
| 15 | Any other business | | |

Present M. Simpson (MS), S. Barker (SB), J. Aird (JA), I. Matheson (IM), J. Brown (JB), P. Fleming (PF) & A. Wilson (AW). The meeting commenced at 3 00 pm. 7 members attended.

1 Apologies for absence from: M. Scott (MSc) & M. Mitchell (MM).

2 Minutes of the last meeting

The minutes of the committee meeting held on Monday 12th January had been previously circulated to members. It was **PROPOSED** by JA and **SECONDED** by IM 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 3.1 Monuments Protection Programme- SB had received Steps I & 3 of the Quarrying Industry Report and had asked to be sent Step 1 of the Underground Extractive Report when available. Following the article in our last NL regarding scheduling of underground sites, only one letter had been received. SB asked if IM would publish in next NL what was required to accompany any application to have a site scheduled.

3.2 Item 5.4 SB had bought Microsoft Office.

3.3 Item 6 IM stated this should have read 3 new members and included Maureen Fleming.

4 NAMHO 2004

A lengthy discussion was held regarding CATMHS organising this event-see separate paper.

5 Secretary's Report

Received since last meeting:

- 1) Letter from Woodland Trust regarding gating the level in Sea Wood, Bardsea.
- 2) A Questionnaire from the Coal Authority, who are putting together archival material
- 3) From LDNPA: **a)** They are holding an event for National Archaeology Day on the 20th July 10-4pm at Brockhole. They are hoping societies will exhibit their work. It was thought we should try and take our CAT display. It was decided to price new boards, which would be easier to transport-action IM. **b)** Notification of another workshop reviewing the NP Management Plan on March 22nd.
- 4) SB had contacted DCC regarding the poor state of Groverake Mine, Weardale. They said that English Heritage was aware of the situation and they (DCC) would keep us informed of any developments.
- 5) The NAMHO AGM and council meeting was held on 16th March. Forms for NAMHO 03 in Ireland are available on the MHTI web site.
- 6) SB had contacted the CIH web site and asked them to advertise details of LMH-Will do.

6 Treasurer's Report

JA presented a balance sheet for the period 31st December to the 16th March which included:

- The current a/c now stood at £1046.83 and the building society (Scottish Widows) a/c at £8600.00
- Newsletter expenses £300 (this included new printer).
- Paid to Lapwing Computer £116.33 (for Microsoft office).
- Total donations for Journal No. 5 now amounted to £441.

- £55 from BMSC for a 40m rope.
 - £33 paid for van rental (to move library contents).
 - £30 paid for NAMHO & NCA subs.
 - £30 paid to English Heritage for Mine surveys.
 - £71 for subs received.
 - £368.93 publication sales.
 - £493 received donations.
- 5.1 The archive insurance now covered the archive at John Ruskin.
- 5.3 Rates for the Store, Roanhead were received.

7 Membership Secretary's Report

IM reported that there were now 104 paid up members, no new members since last meeting.

8 Meets Secretary's Report

Two additional meets were advertised in last newsletter:

1) 27th April to Goldscope.

2) 18th May to Caudale Quarries.

The meets list for the next 6 months was put together. SB to type list and send to IM, to print.

9 Newsletter

IM had bought a new printer as discussed at the last meeting. The next NL would go out in May.

10 Publications

IM PROPOSED our next publication should be (as discussed at last meeting), a new field guide to mining area's in Cumbria. To be a walking and car guide for the general public. SECONDED by JA, all were in agreement. To be priced in the £15/20 range, PF would look for funding.

JB suggested we should produce a calendar as a money rising project.

PF urged members to push the book sales for Easter, SB to contact PR Books, Kendal.

The CAT Publicity leaflet -SB to contact Karen Beer regarding printing.

11 Library

The CATMHS library had been moved from Barrow to the John Ruskin Museum, they are willing to store it for two months. Thanks to Anton Thomas for packing and labelling the contents. IM had been negotiating with the Armitt Library at Ambleside for a more permanent home for our archive and library contents. They have very kindly agreed to house it for an initial period of two years. Their retention of the CAT library will depend on how much use it gets. Please will members visit the Armitt as often as possible. There was quite a lot of material which required cataloguing, which MS offered to do.

Member R. Hower had donated a collection of mine plans to the CATMHS library, for which the committee expressed their thanks.

SB had bought a copy of I. Tyler new book "The Gunpowder Mills of Cumbria", and from English Heritage copies of the Greenburn and Roughton Gill Mine surveys for the CAT library.

12 Coniston Coppermines

It was decided to hold a Mandall's clean up meet on the 12th May at 1.30pm, before the next committee meeting.

Gate keys to the Old Engine Shaft, Thriddle and Glory Hole had been sent to COMRU.

13 Hudgillburn Mine

There had been several meets at Hudgillburn since the last committee meeting, JB reported that the overburden had been removed and the repair of the level was underway.

Five tons of stone had been ordered, when this arrives and a former made, the re-arching of the level could start.

14 Date and venue of next Committee Meeting

To be held on 12th May 2003 at the BMSC Hut, Coniston, at 6PM.

15 Any other business

PF reported that Mark Weir was reopening Dubbs Quarry at Honister.

There being no further business the meeting closed at 9.30pm.

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

Committee Meeting held on the Monday 12th May 2003 at the BMSC Hut at Coniston, starting at 5pm.

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 | 10 | Library |
| 11 | Coniston Coppermines | 12 | Hudgillburn |
| 13 | NAMHO 04 | 14 | Date and venue of next committee meeting |
| 15 | Any other business | | |

Present M. Simpson (MS), S. Barker (SB), J. Aird (JA), I. Matheson (IM), P. Fleming (PF).

The meeting commenced at 5 00 pm. 5 members attended.

1 Apologies for absence from: M. Scott (MSc), M. Mitchell (MM), J. Brown (JB) and A. Wilson (AW).

2 Minutes of the last meeting

The minutes of the committee meeting held on Monday 17th March had been previously circulated to members. It was **PROPOSED** by JA and **SECONDED** by IM 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 5.6** JA suggested the CIH website should be asked to state the information comes from LMH and to add, that the book is available.

3.2 **Item 15** Should have said, 'Mark Weir is re- working the tips at Dubs Quarry'.

5 Secretary's Report

Received since last meeting:

5.1 Letter from Lindal and Marton Residents Association (LMRA), who would like to place a mine tub on Lindal Green as a permanent reminder of the former Iron Industry. They also asked questions regarding the recording of the local iron mine sites. They would like to meet and discuss their ideas. SB had contacted member Dave Robson for his (and the other Furness Adventurers) opinion on this matter. He would contact the LMRA and probably arrange a meeting.

5.2 SB had received an answer from Albyn Austin regarding scheduling of underground sites.

He will contact MOLES & WCMRG and find out if they are planning to submit any mines to EH for scheduling. It was decided that CAT may submit Paddy End and Hudgill Burn mines, SB to contact EH and find out what is required.

5.2 Letter from the Coalfields Regeneration Trust, with an invitation to the launching of their new publication 'Something to be proud of', a report on the heritage of the UK's coalfields. The report makes clear the huge importance of coalfield heritage and made recommendations on how it can be supported by the HLF.

6 Treasurer's Report

JA presented a balance sheet for the period 31st December to the 12th May, which included:

- The current a/c now stood at £875.12 and the building society (Scottish Widows) a/c at 9600.00
- £145.23 paid for stone for Hudgillburn.
- £50.00 paid- rent Mandall's
- Total donations for Journal No. 5 now amounted to £446.
- £703.08 received from inland Rev-guit and repayment
- £35.08 paid -council tax for Roan Head store.
- £227.00 for subs received.
- £148.50 from publication sales.

- £291 received donations.

7 Membership Secretary's Report

IM had nothing to report.

8 Meets Secretary's Report

The meets list for the next 6 months had gone out with the newsletter. The date had been missed off the welsh meet, this was to be held on 5/6th July.

9 Newsletter

The newsletter had gone out last week.

10 Publications

Ideas for our next publication were discussed. PF had obtained Information from the Local Heritage Initiative, from whom we are hoping to get funding to help produce the book.

SB had contacted PR Books in Kendal, who had sent an order.

The CAT Publicity leaflet -SB to ask Karen Beer to print 400.

11 Library

The CATMHS library was in the process of being moved from storage at the John Ruskin Museum. (SB to write and thank them). The committee had looked through the contents earlier in the day and they would be transferred to the Armit Library in Ambleside on Friday. It is hoped the Armit will agree to allow us to use the filing cabinet. The plan chest (but not the plans!) was taken to Mandall's for storage.

12 Coniston Coppermines

Mandall's clean up had been carried out earlier in the day, loose drain pipes and guttering were repaired, rubbish thrown out and general tidy up. The stored artifacts had been labeled.

JA had cut down the undergrowth the day before.

PF to contact the LDNPA regarding the state of Levers Water Mine, the entrance had now almost disappeared. We would like to reopen the mine and stabilize the surrounding area. We feel that this nationally important mine should not be lost and hope to get it scheduled under the MPP. PF to scan photographs to send to the Park. Possible future work at Grey Crag Level was discussed.

13 Hudgillburn Mine

The former had arrived courtesy of NPHT and the re-arching of the level was going ahead.

SB to order another five tons of stone.

4 NAMHO 2004

A lengthy discussion was held regarding CATMHS organizing this event-see separate paper.

14 Date and venue of next Committee Meeting

To be held on 14th July 2003 at the BMSC Hut, Coniston, at 6PM.

15 Any other business

15.1 PF had been contacted by Sally Beamish of Brantwood, regarding solving problems with the ice house, Dave Carlisle's name to be recommended to them.

15.2 PF had seen an article In the Evening Mail concerning Woodbine Chimney; the farmer has demolished the surrounding buildings, which may mean the chimney is in danger. SB to write to EH to suggest it should be scheduled as the only remaining mine chimney in Furness.

There being no further business the meeting closed at 8.30pm.

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

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Vice President:	Major J.W.B. Hext
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Committee members:	John Aird Sheila Barker Dave Bridge Peter Fleming Ian Matheson Mike Mitchell Mark Scott Mark Simpson Angela Wilson
Honorary Members:	Sheila Barker, Peter Fleming, John Marshall, Mike Mitchell, Dave Bridge.