

# CAT

**The Newsletter of the Cumbria Amenity Trust  
Mining History Society**

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Attempting to relate surface and underground features in Tyn-y-berth slate quarry, Gwynedd.

# **Cumbria Amenity Trust Mining History Society**

## **Newsletter No 107, May 2012.**

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## **Membership**

We would like to welcome Graham Derbyshire, from Penrith.

## **Ruskin Museum Summer Exhibition**

A further meeting was held on 12<sup>th</sup> March at the Ruskin Museum. A title for the exhibition was agreed - *Copper-Bottomed – Art, Exploration and Conservation in the Coniston Copper Mines*. The exhibition will run from 1<sup>st</sup> July until 11<sup>th</sup> November, and the official opening will take place on 30<sup>th</sup> June.

The format for the CAT wall display was confirmed. There will be four wall mounted panels of photographs and information regarding CAT's activities in the Coniston Coppermines: Introduction and Exploration, Structures and Artefacts, Conservation, and Minerlisation. This leads in to Jane Foal's art-work, which will consist of a number of pieces produced through the rusting of steel or iron into copper-based pigments, and other works using contemporary water colour paints based on iron and copper. There will be a display of artefacts in glass cases, including historical documents and a mineral collection. You can see a promotion for the exhibition on the home page of the CATMHS web site, [www.catmhs.org.uk](http://www.catmhs.org.uk)

## **Gate Ghyll or Gaitgill?**

It has been pointed out by a member who always reads the Newsletter meticulously that there was some inconsistency of spelling in my report in the last issue, about the visit with the Environment Agency to inspect work in progress to prevent pollution at Force Crag Mine and another mine near Threlkeld. On examination of the offending article I find that I did indeed variously spell it Gait Gill, Gategill, Gaitgill and Gate Ghyll.

Which, if any, is correct? Does anyone know? At least one person cares! John Adams in his gazetteer 'Mines of the Lake District Fells' at first avoids the problem by listing it as Threlkeld mine, but goes on to refer to the Gategill workings. Postlethwaite also calls it Gategill. Apparently the spelling 'ghyll' began to be used in the late 18<sup>th</sup> Century and was favoured by the Victorians, but the current Ordnance Survey map names the fell Gategill, the beck Gate Gill, and the farm is known as Gategill Farm, so I think that Gategill Mine is most likely correct. IM

## **Edward Wadham Diaries**

Paul Timewell and Peter Sandbach are having a trawl through the BDB2 index at CRO Barrow looking for anything new about Newland Furnace. Recently the archivist told them that they had just acquired the diaries of Edward Wadham. In 1851 civil engineer Edward Wadham was appointed as Minerals Agent to the Duke of Buccleuch and in 1860 E.W. married Mary Elizabeth Ainslie, daughter of Montague Ainslie, of Grizedale Hall. These diaries will be of great interest to CATMHS, and to anybody with an interest in the history of the area, particularly the railway enthusiasts. I would like to suggest that a transcript of these diaries is made. One volume would be a possible task, but there are about 60 volumes covering the period from his appointment in 1851 until about 1913.

Would it be worth talking to other societies and tackling it as a joint project? Extracts from the diaries can be seen at: <http://lindal-in-furness.co.uk/History/wadhamdiary.htm>

Peter Sandbach

### **Backbarrow Iron Works**

Both CATMHS and the Newland Furnace Trust have written to the LDNPA expressing concern over the sad condition of Backbarrow Iron Works. We understand that a condition of redevelopment was that conservation work was to be carried out on the furnace stack and associated buildings. Apparently the contractor got into financial difficulties and was unable to fulfill this requirement.

A planning application was registered on 12th February 2012 for 'Change of use of buildings and external alterations including use of buildings and external alterations to South Block units 1-8 and North Block units 9-17 to allow for the creation of 17 dwellings, restricted for the occupancy of persons living and working in the County of Cumbria; use of building and external alterations to 'North Office Block' for 6 'local needs' restricted dwellings; use of building and external alterations to 'South Office Block' for 6 'local affordable' restricted dwellings; use of building 18 (Foundry House) for office accommodation; use of building east of unit 18 for light industrial use; restoration and remedial works to the Scheduled Ancient Monument.'

The matter was raised at the Mines Forum meeting held on 16th March and reported elsewhere in this issue. John Hodgson told the meeting that Blackett-Ord has been re-engaged to review the scheme for the furnace stack and it was hoped that development would resume. Andrew Davidson said that English Heritage was considering resuscitating the original grants offered.

### **Recent surveys by the Lake District National Park Authority**

John Hodgson, the Senior National Park Archaeologist, has secured funding through the higher level stewardship scheme to have surveys of Carrock Mine carried out by Archaeo-Environment Ltd and Oxford Archaeology North, and the lead smelter at Hay Gill on the way to Roughtongill Mine by Greenlane Archaeology; both sites are on the Caldbeck Fells.

Both surveys are now complete and the reports are being compiled. They will be used to secure funding, hopefully, to have conservation works carried out, especially at Carrock Mine, a scheduled ancient monument, where work is urgently required to the First World War Mill to prevent further deterioration. The draft surveys were very impressive, with the Archaeo-Environment Ltd report being done on the same lines as the ones they carried out for Coniston Mine, and the Penny Rigg Mill and surrounding area at Tilberthwaite.

Warren Allison

### **Greenside Mine update**

Recent visits to the Lucy Tongue level to carry out maintenance work have revealed that the water in the entrance was not getting away and was nearly waist deep. On the 15<sup>th</sup> April Colin Woollard and Warren Allison went and cleaned the drains, including rodding the three 3 inch drainage pipes, so the water is running freer than it has for many years. The drainage pipes were becoming blocked up with silt so this will now become part of the maintenance of the level.

Warren Allison

### **Cornonish Gold Mine, Scotland** (From NAMHO Newsletter)

The mine received planning permission from Loch Lomond and the Trossachs National Park Authority in October 2011. A financial package totalling £2M has now been agreed between the Authority and the developer, Scotgold Resources Ltd. As part of the package Scotgold will give Strathfillan Community Development Trust £200,000 towards the development of a mining exhibition and interpretative facility. Development work at the mine in central Scotland is expected to start in the second half of 2012.

<http://www.lochlomond-trossachs.org/> <http://www.scotgoldresources.com.au/>

British Mining No 92, Memoirs 2011 has an article Gold Mining at Cornonish, Tyndrum, Scotland- RM Callender

One time CAT member, geologist and Landrover enthusiast Alistair Lings, who was much involved in the early CAT discoveries and developments at Coniston Coppermines, was once employed at Tyndrum with regard to gold prospecting.

### **2012 NAMHO Conference**

Please note that the 2012 NAMHO Conference will be held from 29th June-1st July at Quarry Bank Mill, Styal, near Wilmslow, Cheshire, and not as shown in the current CATMHS Meets List

### **Cumbria County Archive Centre**

The new £8.5 million Cumbria Archive Centre at Carlisle was opened by Sir Chris Bonnington on 11th January. Over 500 people attended the opening.

The new centre provides state of the art, high-tech facilities to meet national archive standards for the storage of historic documents, photographs and electronic media. The building has been constructed with the environment in mind and aims to use its own thermal mass to create the correct internal environment for the preservation of the collections. Electronic mobile shelving supports the most cost-effective use of storage space.

The new centre provides well equipped public spaces for people to use original archives and also research electronic sources. It contains the latest preservation and conservation equipment to support the restoration of damaged documents to increase access. The site, at Petteril Bank in south Carlisle, incorporates a Grade II\* 19th century mansion house, known locally as Lady Gillford's House.

### **Nenthead Mines**

The North Pennines Heritage Trust entered into voluntary administration in September 2011. They leased the Nenthead Mine site from Cumbria County Council.

A small group of ex NPHT Trustees wish to continue with the NPHT work at Nenthead and have established a new conservation group; the Nenthead Mines Conservation Society and are applying to CCC to take over the lease. The main aims of the Society are to conserve the remains of the mining industry and geology on the site and to carry out research into the mining history, geology and ecology. The Society will not have any paid staff and will be a volunteer driven organisation.

Sheila Barker

**“The Nenthead mining complex is regarded as the most intact mining landscape within the North Pennines.”**

**Are you interested in helping to conserve this landscape?**

## **YOU ARE INVITED TO A MEETING**

Date: 13<sup>th</sup> May 2012

Time: 1100 to 1300

Place: Nenthead Mines Café.

This meeting will launch a new society that aims to conserve the Nenthead Mines site.

The founder members are Sheila Barker, Joyce Jackson and Peter Jackson.

We invite anyone interested in Nenthead Mines to come to the meeting. Come along if you want to be actively involved at Nenthead.

We need your donations to finance the society, we need your help to run the society, and we need your help to manage and maintain the Nenthead Mines site.

The new society will aim to conserve the remains of the mining and smelting industry, the geological features, and the natural environment. It will work to provide education, undertake research, raise capital funds for conservation work, work in partnership with users of the site and encourage enjoyment of Nenthead Mines.

At the meeting, we will explain what has happened since the North Pennines Heritage Trust entered administration and what the new Society hopes to achieve.

The new society will be a volunteer managed and operated society.

If you want to know more before the meeting, please contact Peter Jackson either by post to 41 Cranswick Close, Billingham, TS23 3NH, or by email to [petesmine@gmail.com](mailto:petesmine@gmail.com), or by phone call to 01642564100.

*We will provide tea and coffee at the meeting.*



## Library/archive news

### Donations:

**Scordale, Cumbria The Archaeology of a North Pennine Valley**, An Archaeological Investigation by *Abby Hunt and Stewart Ainsworth*, English Heritage 2010  
A printed copy donated to CATMHS by English Heritage (also available as a PDF file from EH research web site).

Papers (mainly) of the **Russell Society** donated by *Trevor Bridges*, the subjects include:  
Barytes Formation in Supergene environments in the Caldbeck Fells  
Epimorphs of Quartz after Fluorite – Nenthead,  
Mineralisation at Driggith & Sandbeds Mines, Caldbeck,  
Mineralisation at Red Gill Mine, Caldbeck.  
Cadmium in the N. Pennines and Cinnabar from the N. Pennines

**Minerals of the English Lake District: Caldbeck Fells**, *Cooper and Stanley*, Donated by Jane Foale. (Thanks to Jane for spotting the omission of this important mineralogical and mining publication and for giving her copy to the library.)

Articles donated by Peter Sandbach on: **Developments in the British Slate Industry**, **Melfort Gunpowder Mills** by *Alan Crocker* and **The Scottish Coal Mining Industry Since 1945** by *Miles Oglethorpe*.

**Mining Journal, reports on Lake District mines** extracted by the late *J.R. Foster-Smith*. The reports cover the 1850s and were donated by the Friends of Killhope. Mr J.R. (Jim) Foster-Smith was a mining engineer and manager; he was mine manager at Cow Green at its close and later a director of SAMUK.

### Purchases:

**The Story of Iron Ore Mining in West Cumbria** by *Mervyn Dodd* published by The Cumberland Geological Society.

Mining History Vol. 17 No.6 Winter 2010 PDMHS, Includes: **John Barratt and the Grassington Mines 1818-1834** - *M. C. Gill* and The North Yorkshire Moors Coalfields (Yorkshire's other forgotten coalfields) *M.C. Gill*. This is an analysis of the Grassington aspects of John Barratt's letters to John Taylor. CAT had access to this collection of letters, written between 1823 and 1834, when Barratt was managing the Grassington mines and setting up those at Coniston. Mike Gill was kind enough to complete the transcription of these letters, and has used the information to write this article on the Grassington Mines.

**Swaledale its Mines & Smelt Mills** by *Mike Gill*. (A classic account dispelling the misconceptions of some of the earlier writers.)

**Mines of the West Pennines**, Smith & Murphy, NMRS 91 (An important work on a neglected area, covers mines and smelting mills from Tindale to Ravenstonedale).

**A 1:25 000 Series BGS Solid and Drift Geology map of the Coniston Fells**, thanks to the two Marks (Scott & Simpson) for bringing this to my attention.

### Footnote

A report with the title: MINER-FARMER LANDSCAPES OF THE NORTH PENNINES AONB NMP – **AERIAL INVESTIGATION AND MAPPING REPORT**, Research Report Series no.4-2012 is now available on the English Heritage research web site.



## **Mines Forum meeting, 16<sup>th</sup> March, Blencathra Center.**

Present: John Hodgson, Graham Standring, LDNPA, Andrew Davidson, English Heritage, Kate Calloway, Rob Forrester, Environment Agency, Donald Angus, MoLES, Alastair Cameron, Coniston History Group, Mike Mitchell, COMRU, Warren Allison, Peter Fleming, Ian Matheson, CATMHS.

John Hodgson said that Eleanor Kingston would return to work on 26<sup>th</sup> March following her maternity leave. She would work a three day week for the next year, possibly increasing to five the next year.

### **Roundups:**

#### **CATMHS**

Warren reported our concern regarding the condition of Backbarrow Furnace, 1711 – 1963. Conservation was supposed to have been carried out by the developer of the site as a condition of planning consent.

John Hodgson gave an update. Work on the site stopped about six years ago when the contractor experienced financial difficulties. No work had been done on the historic buildings, which are now regarded as being in the top ten Monuments at Risk. Now however Blackett-Ord has been re-engaged to review the scheme for the furnace stack and it was hoped that development would resume. Andrew Davidson said that English Heritage was considering resuscitating the original grants offered. He thought that although the stack looked derelict it was not in too bad condition. The archaeological core consisted of the furnace stack, the blowing engine and the building next to it. The ore store on the other side of the road had already been conserved and it was hoped that eventually the conserved stack, an exhibition area and the ore store would be open to the public.

Warren continued: Work at Tilbethwaite had resumed, and by using the tub on the original rails, 94 yards of level had been cleared. Another session should reach the fall proper.

Ian Matheson reported on the forthcoming CATMHS exhibition at the Ruskin Museum. Alastair Cameron will ensure that information is put in the Parish Newsletter and John Hodgson would put it on the LDNPA website.

Greenside. Two maintenance days had taken place at Greenside. Water was backing up in the level and some drainage work was required. John Hodgson said that maintenance work was required around the tailings dam and that there was concern about erosion by the beck around high Force Level. Concern was expressed about people camping on the spoil tips. Exposed wooden artefacts were being damaged and there may be a health & safety issue due to metal pollution. Andrew Davidson said that English Heritage would probably allow some work on health and safety grounds. A site meeting is to be arranged before Easter.

Carrock Mine. A thank you letter had been received from LDNPA chief Richard Leafe. The year 1 inspection had been carried out and approved.



The CATMHS website is to be updated to include news of our recent projects. A project has started to survey and photograph all the quarry workings on Ling Moor, Elterwater. Concern was expressed regarding recent timber work in the area, damage to the Dale End track and removal of spoil from one of the tips. John Hodgson will investigate.

BBC 2 had asked for information regarding the Wadd mines for the Coast programme.

An article is in preparation about the Haltcliffe smelter at Carrock by Sam Murphy. LDNPA volunteers have cleared gorse from the site, revealing features. A visit will take place after this meeting.

Sebastian Mine. No action has been carried out as yet. John Hodgson promised to arrange consent during the next quarter.

Keswick Mining Museum. Ian Tyler wants to sell his museum and intends to close it at the end of this year. A long discussion followed as to how his very important collection could be conserved, but without conclusion. To re-establish it elsewhere with the aid of grants might be a way forward. John Hodgson suggested that CAT might write to Richard Leafe, outlining the importance of the collection and making some suggestions.

#### MoLES

Donald Angus reported. Some work is still going on at Yewthwaite mine. There is concern regarding escape should there be a collapse, and upper levels were being surveyed from inside with a view to providing another exit. John Malley, NT, had visited underground.

Threlkeld museum is struggling, mainly due to lack of manpower, and its future is uncertain.

#### COMRU

Mike Mitchell reported that COMRU is still active, mainly based around Penrith. They carry out monthly exercises but have few callouts

#### Natural England

Force Crag. Kate Calloway reported on Force Crag. Two bore holes to Zero Level have been completed. Drilling seems to have caused disturbance and the crown hole is now dry, all water now coming out of Zero Level. The water level is 9.5 meters below the top of the bore hole, but the CCTV survey is still to be done.

V notch culverts have been installed to monitor water flows and they will be dressed with stone. Flow will be monitored once a month for a year and at times of high rainfall.. Newcastle University is to carry out dye testing to identify water flow patterns.

John Malley is to arrange a public meeting at Braithwaite Village Hall to inform the public about future management.

Gategill. Apparently this is the fourth worst mine in the country for pollution, which extends at least 8 kilometers downstream from the mine. A CCTV survey has been carried out and V

notch wiers installed to monitor water flow. Investigation of diatoms shows mine impact has resulted in a unique species downstream.

Silverband Mine. There is a proposal to renew the transformer.

The Water Framework Directive is required to investigate water quality in rivers and streams. The Coal Authority is the body responsible for carrying out remedial work. Water monitoring has been carried out for metals and pollutants at Newlands Valley, Thornthwaite and also at Coniston Coppermines Valley with Caroline Langdon, who has tested the white deposits to be seen on rocks in some Coniston becks and found it to be Zinc Sulphide.

Honister Slate Mine. Alastair Cameron reported that the slate business was in good health and they were extracting slate from underground. The planning anomalies regarding Dubs and Hopper quarries, mainly concerning material used for roads, were nearly resolved. An application involving re-routing the Via Ferrata away from sensitive vegetation had recently been submitted

Coniston Quarries. ADC pointed out that there are important features in the quarries on the shoulder of Coniston Old Man which has seen quarrying of slate from the 1700's to the present. It needs to be scheduled. Andrew Davidson pointed out that there have been few applications nationally for scheduling but many for listing. The scheduling system is to be updated. John Hodgson has in hand scheduling material regarding Ennerdale, Roughton Gill, Penny Rigg Mill, Coniston Slate and Tilberthwaite Slate.

English Heritage. Andrew Davidson said that matters pertaining to English Heritage had been covered elsewhere under relevant matters.

LDNPA. John Hodgson has had a busy last quarter. The National Park is in the second five year performance assessment and matters concerning World Heritage status had come to the fore again.

Funding has been obtained for surveys of Dale Hall smelter and Carrock Mine. Reports have been done but are not yet approved for circulation. Bracken and Gorse has been cleared from the Haltcliffe smelter at Carrock. Remedial work is to be put in progress at Myers head and Hartsop Hall mines.

Coniston, Penny Rigg. The Commoners have been unwilling to agree to the High Level scheme. However, a visit had taken place to Penny Rigg recently and money might be available from Natural England. Success would be more likely if the site was scheduled so a schedule proposal is to be submitted by John Hodgson. Ian Matheson pointed out that the mine site above the head of the gill pre-dated the Penny Rigg site, and was the reason for its existence, so should be considered when preparing the scheduling application.

AOB. The mineral permit system has been handed over from Graham Standring to Martin Sleet

Next meeting to be on Friday 15<sup>th</sup> June at Honister Quarry.

## **Furness mine plans, part 2**

As reported in the last newsletter CATMHS recently purchased a collection of Furness mine plans which we have passed on to the CRO at Barrow. Prior to our involvement the dealer had already sold one plan of the Yarlside mines for £150. Following the newsletter account our archivist received an email from CATMHS member and tram enthusiast Peter Holmes:

I was very pleased to see the item in the latest CAT newsletter about the collection of plans acquired from Steve Dalzell. He is said to have already sold one plan of Yarlside for £150. Well, there's more to it than that, there were actually two separate items, and I know because I've got 'em.

It's a bit of a long story, but in August of last year I bought a glass negative of a Lancaster tram from a dealer called Dalzell who had a Kendal address. I bought the neg as a 'buy-it-now' item on ebay, and while I was at it I had a look through his ebay 'shop' which was all buy-it-now items. Lots of antique books, and then on the final page two most interesting items: (a) a single plan of part of Yarlside, and (b) a 'set of plans' of Stank. The prices were £20 (approx) and £150 respectively. Quite a lot of money, but on impulse I bought them both. It didn't occur to me that they might be part of a larger collection. My main concern was to 'rescue' the items and bring them back into the mining fraternity, so to speak.

The Yarlside plan is fragile and in need of some TLC. It's a coloured drawing on heavy paper mounted on linen, and the paper is breaking up in places. I can't tell you the size because I haven't dared to unroll it fully, for fear of losing bits or damaging it. The plan is dated 1877 and shows the workings of the 3, 4 and 5 pits at the 37 fathom level. It also gives an outline of the building and railway layout on the surface, with boreholes marked.

The Stank 'plan' is actually a set of ten plans bound together; coloured drawings on tracing linen with a heavier linen cover, scale 30ft to the inch. Size 43" x 17", bound together at the long edge. Front sheet states 'Plan Stank Mines, boundary workings' and the individual plans are labelled 'Stank Mines, plan of boundary workings, 1880, Barrow Hematite Steel Co lessees'. The boundary referred to is the boundary with the adjacent mines of the Yarlside Mining Co, which were separated from the Stank Mines by the Yarlside Fault. The plans cover the Stank No.4 and No.8 Pits. There isn't much detail of No.8, which appears to have been quite small at the time. The main detail is the No.4 Pit and the plans appear to show the workings at various levels, although the only level that is marked as such is the 55-60 fathom. Most interestingly, on one level a number of mens' names are pencilled in, and I suspect these were the victims of an accident that occurred in the 1880's when part of the hanging wall gave way. It would be useful to compare the plans with the accident report.

These plans could form the basis of a detailed write-up on the collapse, although I doubt if I'm qualified to do it. As it happens there is a good photo of the No.4 Pit, roughly contemporary with the plans, it's in that set of small sepia views taken in 1879-80. Stank No. 4 is the view that has a square-tanked locomotive in the left foreground, a wooden

headgear with staggered sheave wheels and flat rope winder in the centre, and a smaller pit (No.8) in the distance. This picture has sometimes been wrongly identified as Park. I thought I would let you know about these plans, as they were obviously part of the same set described in the last newsletter. I have considered passing them on to the RO at Barrow, and will probably follow this course at some point

On a related topic, I have been told that someone in Ulverston has a collection of Furness mine plans that used to belong to Eric Holland. The individual is (or was) the proprietor of the carpet shop on the market square adjacent to the Bradyll Arms, and they were said to be amenable to selling the plans. I wonder if these could be the same ones as sold by dealer Dalzell? If not, it may be that the Ulverston ones deserve to be looked into. I have a colleague who is in touch with the present owner, so it may be possible to make contact.

I would appreciate it if you could make the existence of the plans I acquired known to the rest of CAT, and if anyone wants a sight or a loan of them they are welcome. I will also be glad of any advice as to how I might stabilise the fragile Yarlside plan!

Peter Holmes (in a very snowy Buxton).

### **Doctor Descender**

Dear Doctor

I am undertaking a series of drop tests underground. After many years of practising with varying degrees of success I have a top secret location in mid-Wales where I am achieving much better results. My greatest success was dropping a stemple 50' down a stope, bouncing it off a rock, to hit the meets secretary in the bol\$£Aks, from where it rebounded after knocking him over, to almost hit somebody else in the head. I have also dropped the meets secretaries drill down the same stope only to find that my trajectory was slightly wrong and that it landed on a ledge 20' down however the battery came off and fell another 50'. What really annoyed me was that it still worked can you help?

Anon, Chorley

Dear Avalanche

I suggest that the problem is not yours but with the people you go underground with who are obviously disturbing your scientific analysis. There is a simple solution however – go underground with other people else!

Dear Doctor

My wife thinks I'm not trendy enough and need to smarten up and wear trendier clothes like some of my older colleagues. How can I get her to change her mind?

Anon, Peterborough

Dear Purple Trousers

Lessons in life 1: Women are always right.

PS. You are also dressing like an old man. You'll be buying a Range Rover next.

**Email from our man in the Southern Hemisphere:**

Have just returned from five weeks in Australia. I was hoping to write a report for the Newsletter; unfortunately through fate, twists and turns it ain't going to happen. We arrived in Singapore and after 5 photos the Nikon D80 camera went into death throes! (£360 to repair and not back yet). So I had to buy a new camera, a little Sony Cyber thingy. 14Mps. Left my spare at home in order to save weight, mistake!

We travelled up the west coast, passing a Brown Garnet Mine. I couldn't stop due to a road train up my bumper. Next, we got to Carnarvon and our progress was curtailed by the fire services and police. Cyclone Iggy was heading straight for our next port of call, Exmouth. The winds and storm surges ahead of the cyclone had started numerous large bush fires near the road ahead and the cyclone would flood the road. If we did make it through then we would be marooned for at least five days!

Well that messed things up, we had to re-jig our route and accommodation and reverse back. In fact we were lucky, for the road we travelled down was open at 11.30am as we passed the roadhouse and closed indefinitely one hour later. We made it back to Geraldton only to find that bush fires had sprung up on our route south. This now meant a 100k detour; we could clearly see the plumes of smoke and the air was quite blue (no pun intended). We did manage to visit the Warribanno Smelt Mill - well the stub of the chimney worked by convict labour to smelt ore from the nearby Geraldine Lead Mine (now under the Murchison River).

Wave Rock at Hyden was very interesting, over 100metres long and 6metres high, (Granite), it just looked like a frozen surfing wave.

We moved on back to Perth after dodging another bush fire (half a mile away - never seen so many fire engines) and caught the Indian Pacific railway, calling at Kalgoorlie, one of Australia's largest open pit gold mines. We were due to visit it at night and film at the 24 hour operation pit, however, fate threw in a spanner. A goods train on the same line (single line with passing loops) broke down and we were stuck for three hours until a loco came and towed it away. The trip to the mine was cancelled.

Never mind we had another trip planned at Broken Hills, around and underground, what can go wrong? Well, 4 wild camels took on the train which was travelling at 80 kilometers an hour. Two camels killed, badly damaged engine and second power unit, We limped in to the next serve area for an inspection. Luckily there was no camel steak for dinner! And our three hour trip was reduced to a half hour Marty Feldman tour - look left, look right, job done!

After that it was into Sydney followed by Hong Kong and home.  
So unfortunately no long stories or photos, but still Alive and Kicking

Richard Hewer

### **Force Crag mine**

Further to the report in the last issue on work to deal with pollution from Force Crag mine, Colin Woolard has visited the site on two occasions and sent the following reports:

17<sup>th</sup> February: The attached photo is from Force Crag today. The drilling team has broken into the adit and are now enlarging the hole to pump size. They say they have had problems with the rock being very hard and breaking drills. Drilling should be completed this week if all goes well. Before draining settlement tanks will need to be installed.



13th April: Have been up to Force Crag today. There is no one there and all equipment has been moved from the site. I assume that the drilling team has completed but the water treatment equipment is not yet ready since it must be in place before they start to drain the mine. Quite a number of water flow measuring points have been established – two on the main stream and all the small tributaries to enable them to monitor what goes where. Looking at the entrance to No 3 it is nearly all run in and it will be a tight squeeze, perhaps needing some clearing for some members! The two main stream flow measuring points are like a 2m wide weir with the sides built up with large stone blocks to keep the flow in the weir. Strangely the blocks are of sandstone and obviously not a local product.

The photo was taken in February before construction of the flow measuring points had been completed. The V notch is a device which enables a wide range of flow rates to be measured. According to the timetable of works produced by the Coal Authority, dewatering of level 0 was due to commence early in 2012, and works to capture clean water and discharge it into Coledale Beck are due to start in June 2012.



## Carrock Mine 19<sup>th</sup> February 2012

W Allison (ML), J Aird, M Mitchell, P Blezard, I Matheson, M Simpson, G Derbyshire, I Bretherton, C Brown.



Having a key to the gate (as part of keeping an eye on the entrance) allowed us to drive up to the entrance making the meet much more civilised. After we had got changed and made the introductions we first viewed the recently restored entrance to the Canadian level, which was the main working level from 1942, when a party of Canadian sappers drove the level, up to closure in 1982. This level undercut all the old workings on the Harding vein, which was the main one of the set, the others

being from the west: Wilson – Smith – Harding – Waterfall – Nicholson - Emmerson. The restoration of the entrance by CATMHS has been covered in other newsletters, but it should be mentioned again that this is a great credit to the Society and has further raised awareness of its activities with various government bodies and Dalmain Estates, the landowner. English Heritage, with whom CATMHS has signed a three year management agreement for the mine, was extremely impressed with the project. It is holding a three day conference in the Lake District and has asked our society to show the 25 people from English Heritage around the site, including the work that was done to the entrance, and to take them underground.

Having admired the entrance, all worked their way along the crosscut to the four way junction on the Harding vein. Part of the project was that the silt that had built up to a depth of 18 inches from the slimes which were deposited in the old working on the Coomb side of the Harding vein as part of the last phase of working, had to be held back by a small dam with the mine water running over the top. Reaching the junction and looking to the left you can see the dam built to hold the slimes back in the old workings on the Coomb side.



We pressed on to the workings on the Smith's vein, where there are very impressive sections of the vein and many hoppers still in place. The stopes were also explored. Some of the party decided to visit the workings on the main Harding vein, but, as some of the hoppers had collapsed and water had built up behind, they decided to return back to the cars. The photographers were made of sterner stuff and explored the whole of the Harding vein including the stopes which were still accessible, returning by the workings on the Waterfall vein and finally the Emerson crosscut back to the Canadian level, although suitably wet.

On returning to the cars it was decided to walk up to the old lead and copper workings near the head of Brandy Gill, which are worthy of a visit in the future. We exited the head of Brandy Gill and walked a few hundred yards in the snow to look down on Dry Gill mine and Driggith mine before returning back to the cars.

Warren Allison



### **Tyn-y-berth Slate Quarry, Corris-Uchaf, Gwynedd**

The above site has been “un-finished business” for the Welsh Team for over a decade whilst other more interesting prospects were explored. At the end of 2011 a decision was taken to finish it off in 2012, and due to the fondness of midges for the site, and some of the team members in particular, the meets were scheduled early in the year. For the earlier explorations readers are referred to Newsletters 63, 71 and 73, although, for completeness and new members, what little history is known of the site is repeated below.

The site is believed to have been worked before 1848 when the G.W.Hills took a 99 year lease. The Tyn y Berth Slate Quarry Company started major work in 1852. By the end of that year the bottom tunnel was being driven, roofing up had commenced to the pit and roofing for 3 had commenced. Roofing was said to be continuing on 4 whilst at 5 a tunnel had been commenced and a 6th was proposed. (It is assumed that the numbers refer to adits; the relationship with the adits as they are now is not known. JK)

By 1853, “6 tunnels with roofing to pits” were completed. The working was closed between 1867 and 1875. A lease to John Hughes Jones in 1875 is not thought to have resulted in any extraction. The Gaewern Slate Quarry Company of 1877 and the Tyn y Berth & Corris Valley Slate Company were subsequently linked with the site although it is unlikely that either did any work. In the 1890’s it was bought by a Towyn company which did some limited work but was closed by 1897.

Based on the above, taken from “Slate Quarrying at Corris” by Alun Richards, it is clear that the majority of the rock was extracted prior to the opening of the Corris & River Dovey Tramroad in 1859 and thus it would have been moved by horse and cart.

The site lies on fairly steeply sloping forested land and is little visited despite its nearness to the main road. The initial evidence, apart from the tips, is a series of open chambers running up the hillside and a number of blocked adits. The underground workings have been little explored presumably due to the lack of open adits and the daunting nature of some of the open chambers. For those who wish to visit, now is a good time since quite a lot of trees have been cleared and it is far more open than it has been for many years, or is likely to be in the future.

29th January 2012

Mark Waite, John Ashby, Jon Knowles, Pete Rigby.

We were joined on this occasion by Pete Rigby who runs a nearby outdoor centre. Chamber 10 was descended from surface in two pitches. The first pitch gave access to a wet and blocked adit. Descending further gave access to floor f, which had been visited previously in October 2000. With the benefit of the bright LED lights that we now use in place of dim Oldhams, the anomaly regarding chamber 5 was resolved. What was thought to be a ladder at the top of the chamber turned out to be a rail holding back a built up wall. Based on this, it was concluded that chamber 5 on floor f did connect with chamber 5 on floor e, but that it is

walled up above floor f and back filled on floor e, which explains why this chamber is dry, without any apparent means of drainage.

A number of pieces of fish-bellied rail were found on level f – see photograph. On the wall between chamber 5 and the blockage there are the remains of a hinge on the wall presumably from an old air door. We emerged to a covering of snow and a cool wind.

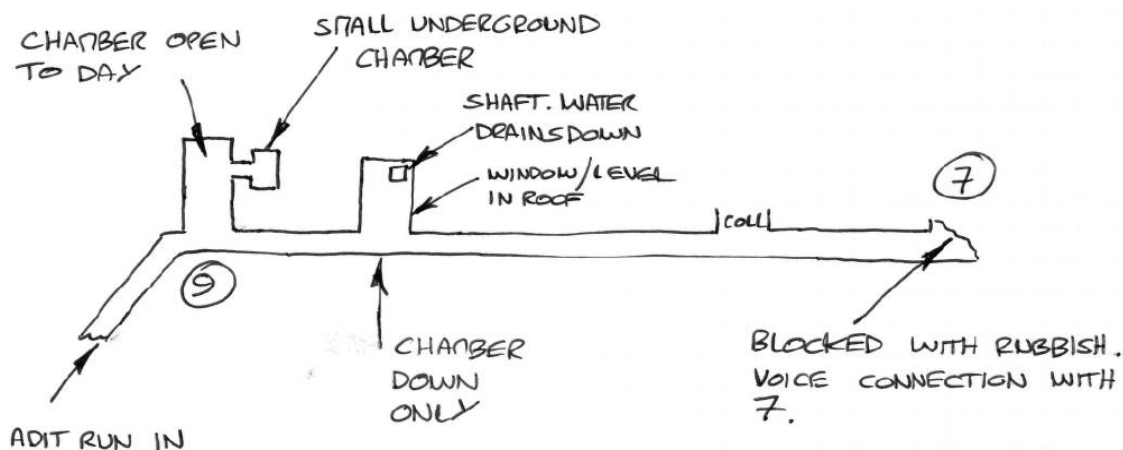


### 10th March 2012

John Aird, John Ashby, Alan Richardson, Chris Cowdery, Mark Waite, Jon Knowles (ML)

On arrival at site the group split into 2 groups with two drills; this included a replacement for one that a team member had drop tested a few weeks previously.

Jon, Chris and John Ashby descended chamber 8. This is a large chamber but at the point where it narrows at its lowest point it is completely blocked by fallen material, although this does provide good drainage. Part way down at roof level on the eastern side is a small level or cupboard which could not be entered without bolting up the chamber wall. Following this chamber 9 was descended from surface; one pitch gave access to the level detailed below.



The small chamber shown contains a damaged double flanged wheel and, mounted high on the wall, a double pronged bracket similar to a greatly enlarged tuning fork. Fallen material was cleared around the shaft to enable the water level to be lowered. Voice connection was made with the other team at the point where the level is blocked in chamber 7.

Whilst the above was proceeding, Mark Waite, Alan Richardson and John Aird undertook the following:-

Chamber 6 was descended from surface. The landing point is on a floor on the same horizon as the adit, which can be seen externally but internally is lost under fall. Descending to the

bottom of the chamber marks and silt indicate that it floods to a depth of 20'. On the north-eastern side there is a level, entered by climbing over a low wall, but it has been back filled and is assumed to be blind, there are also the remains of a powder keg here.

Chamber 7 was descended, after some debate about the allocation of this task by the meet leader due to the chamber being part filled with rubbish. No levels were seen from the chamber on the descent and at the bottom it is full of rubbish, the rock is also poor. There is voice connection with the floor below.



*Red oversuits are compulsory in Wales.*

*John Ashby passes the re-belay when ascending chamber 9.*

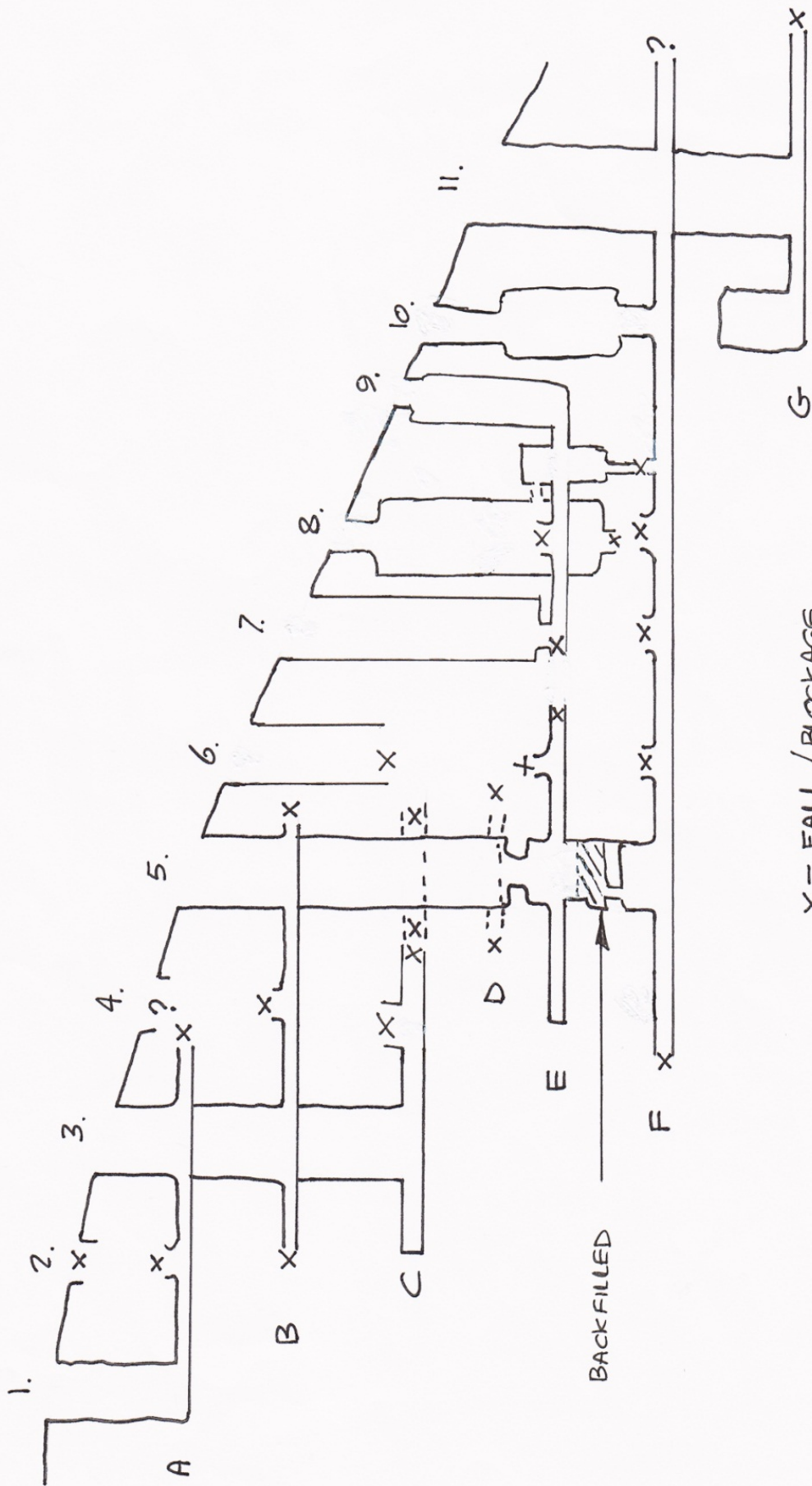
Based on all of the above exploration the attached section and surface plan have been generated, however there are a number of anomalies:-

Chamber 4 has not been descended. It is not possible to explain all the blocked chamber entrances on floor F. Some will be for chambers which may not go to surface between 6 and 7 (the part of floor E we haven't seen) and chamber 7 may go down to floor 7, but there is at least one spare entrance on floor F. The suggested arrangement at the bottom of chamber 8 and its relationship with chamber 9 is the authors suggestion based on the evidence rather than a known fact i.e. Chamber 8 goes down to F and the exit onto E is under the fallen material - this would explain the apparent disparity in heights between the two windows. It would be necessary to bolt up to this level to prove this.

In summary Tyn-y-berth has not been the most interesting mine that we have ever explored but it needed doing and is more extensive than you would think although one is left with the view that the operators spent far more in development costs than they ever recovered in profit. If they had waited until the Corris railway opened perhaps they would have done better.

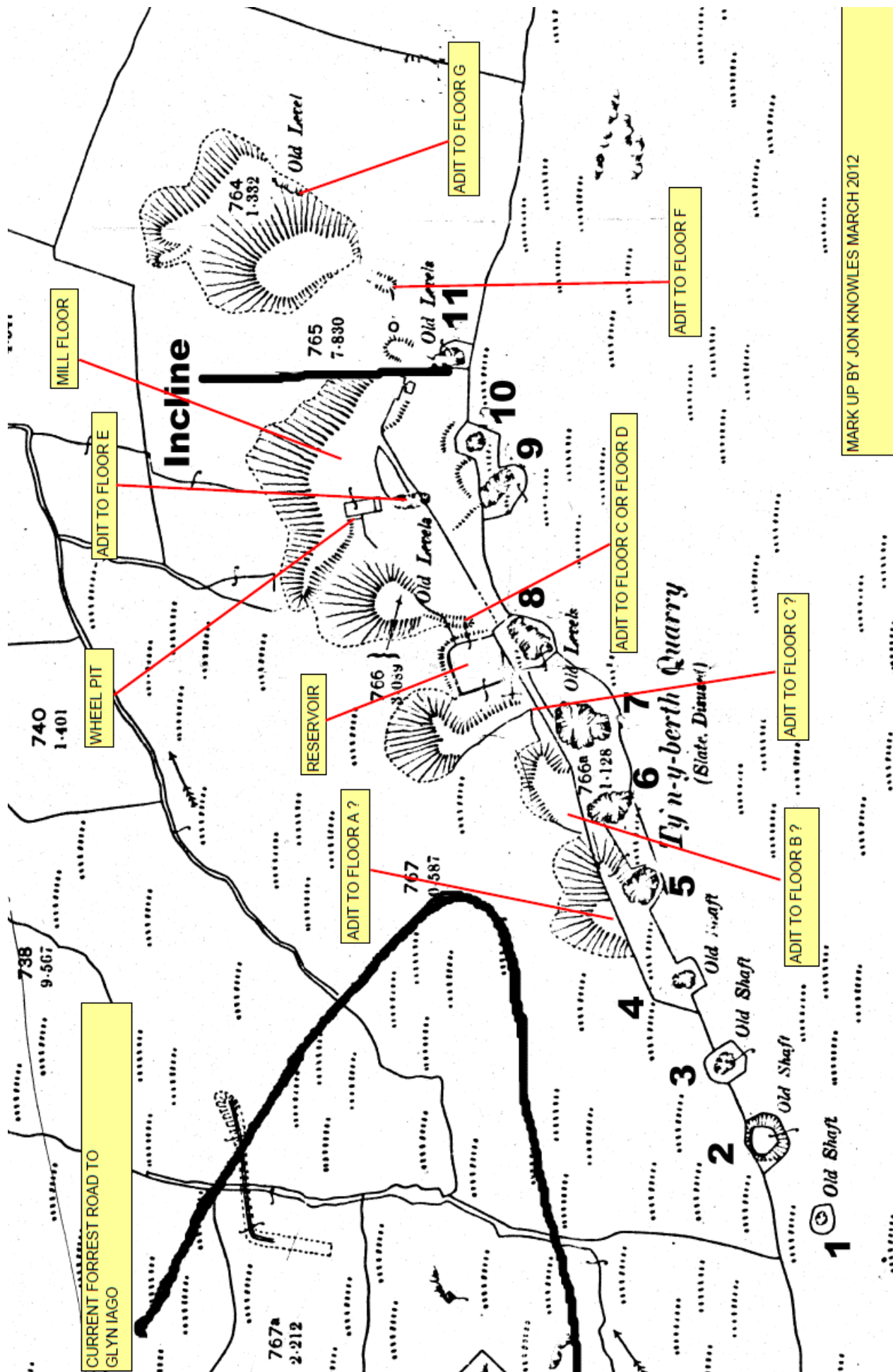
On the Sunday the group visited a very interesting metal mine but access difficulties mean that this cannot be mentioned in print.

Jon Knowles March 2012



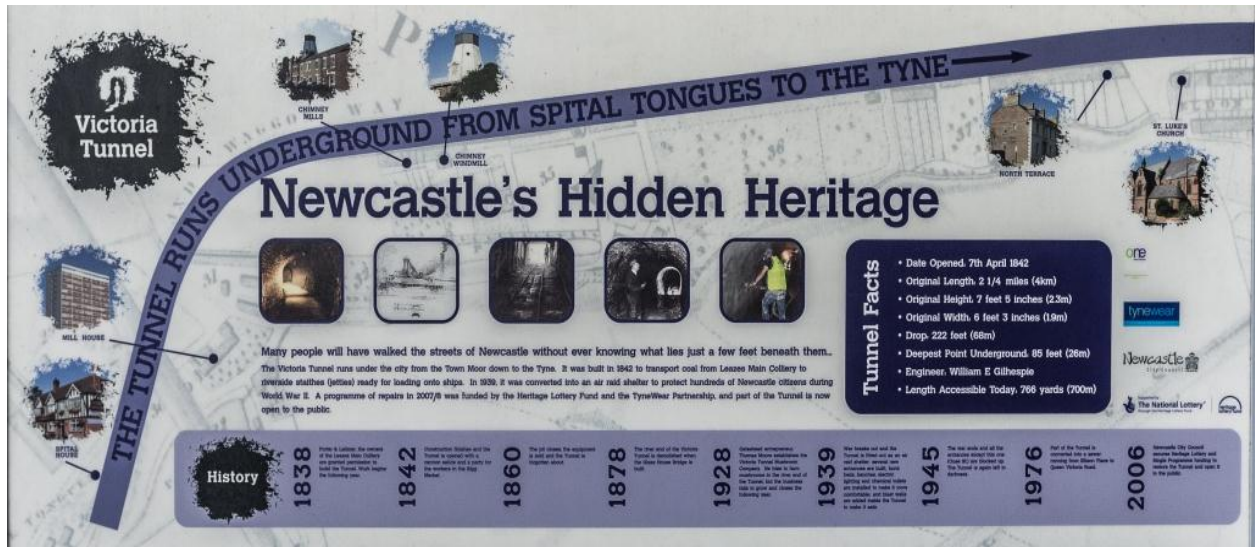
NOT TO SCALE





MARK UP BY JON KNOWLES MARCH 2012

## The Victoria Tunnel



The tunnel was built between 1839 and 1842 to solve the problem of transporting coal from Leazes Main colliery to the staithes on the Tyne without routing through the centre of Newcastle or crossing the Town Moor, which was fiercely protected by the Freeman. A little over two miles long the size and structure are fairly consistent 7 feet 5 inches high and 6 feet 3 inches wide with a double brick arched roof, the lower walls being stone and the floor an inverted arch.

No contemporary records exist of the construction method but it is assumed that a series of shafts were dug along the route and headings driven off in both directions to join up with the adjoining shafts. Once railed out, chaldron wagons (53 cwt) were used to transport coal down to the river by gravity (average gradient 1 in 90) with rope haulage (40hp steam engine) bringing the empties back to the pit. Of course the initial use of hemp rope led to several accidents and wire rope was then used. The tunnel was a financial success reducing the transport costs of the colliery substantially. Regrettably the pit was to close in 1860 following the bankruptcy of the operating company and inability of the debtor banks to sell the business.



The tunnel remained unused until the Second World War when it was used as a linear air raid shelter. This photo shows a pair of the twin blast walls that were built at intervals along the tunnel to protect the sheltering population. A number of exits and entrances along the length were also constructed and the interior was whitewashed to cover up the accumulated coal

dust.

Once again, at the end of the war the tunnel fell into disuse, until a section below the city centre was used as a route for sewage piping.

The 700 metres of the tunnel closest to the Tyne have been reopened and can be visited (stout footwear and boiler suit recommended) See <http://www.newcastlecommunityheritage.org> The guides are excellent and at the mouth of the Ouseburn you get the added bonus of some magnificent industrial architecture. A very good half day out!

John Aird

## **Monuments Protection Programme, Old Man Quarries, Coniston**

### **Alastair Cameron**

The extensive Old Man Quarries have their documented origin in the late 16th century, although it is generally accepted that slate working on this side of Coniston Old Man would probably have commenced at least 200 years earlier.

This puts the site as the largest and oldest former industrial site in the parish of Coniston; bigger and almost certainly older than Coniston Coppermines and also the Tilberthwaite Slate Workings.

In 2003 John Hodgson (National Park Archaeologist) and I took Ken Robinson of English Heritage on a tour of the site. The purpose of the visit was to assess the potential for the Old Man Quarries for scheduling as an ancient monument. Ken was extremely keen to progress with scheduling – the site seemed to ‘tick all the boxes’ and had an added benefit that one quarry, Low Brandy Crag, was still working. This meant that interpretation of slate-working techniques could be viewed from the earliest times to the present day. All methods of slate working since the Norman period could be studied – surface gathering, cave-workings, underground mining and modern open-sky quarrying.

Later, in 2005, Coniston was awarded a significant Heritage Lottery grant to carry out an archaeological and historical survey of Coniston Old Man. This again flagged up the need to schedule this old industrial site.

Over the subsequent years some progress was made with the scheduling plans but internal re-structuring within English Heritage and other organisational difficulties put the proposals ‘on hold’ indefinitely.

And it would probably have stayed that way if it hadn’t been for Coniston quarryman Billy Gibson. In October 2011 Billy expressed an interest in rework stone from the Low Bank tip at the Old Man Quarries. He was aware of the huge demand for building stone that existed in the area. Most planning applications for new-build in the National Park require significant amount of stone facing. Many developers are now abandoning the use of quarry stone for ‘green-slate’ which has a much sharper and more ‘shiny’ appearance and tends to look totally out of place within the local environment.

Green-slate facing was not the answer and Bill knew that the Low Bank tips contained a significant amount of non-slate rock which would be ideal. He approached the National Park’s Development Control Team with his plans.

He would need to have Landrover access to Low Bank and this would involve a small amount of repair to the Quarry Road from the Fell Gate to Windy Gap. From there major repairs would be required on the steep ‘Nail Road’ leading up to the Low Bank site. Bill was quite capable himself of carrying out this repair to a good quality. Once re-working of the tip started he would hand-pick stone and bring it down to the village with his Landrover and flat-bed trailer.

Initially the Development Control Team at the National Park was favourable to his plans. They knew that operations at Low Bank had started in the early years of the



20th century and the site had closed in 1948. The tips had been reworked twice since closure to provide material for new road projects in Low Furness. The Fix-the-Fells team had also taken stone from the site.

The planners also knew Billy's quarrying work was always of the highest standard and they could trust him not to breach any aspect of his consent. But, during the routine investigation for the planning consent, John Hodgson obtained documents that noted that the site had been assessed by English Heritage thirteen years earlier as part of the Monument Protection Programme. Out of over 300 sites considered in England, the Old Man Quarries was one of only 14 graded with the 'three star' importance, the highest grade given. They also noted that the site was one of only four of those inspected in the country to have evidence of pre 16th century working.

English Heritage had also assessed individual site components, including spoil tips. They concluded from this that the Old Man Quarry tips should be graded with an E1 grade ('good stratigraphic survival'). It seems that no other site in the National Park had received this classification and only one other site in the whole country carries this grade. So clearly Billy Gib didn't stand a chance and backed away graciously. But the National Park also understood the need to find sources of building stone and encouraged Billy, with my help, to seek alternative sites in the Coniston area. And that work goes on!!

Work must also go on now to complete the scheduling of this important and historic industrial site. Following the 2003 visit, some surveying was started by the Local History Group to set the boundaries for scheduling. Ken Robinson had been keen to have details of a suggested boundary for the site which would include all areas on the mountainside that related to the working of Old Man Quarries. This work was completed within two months.

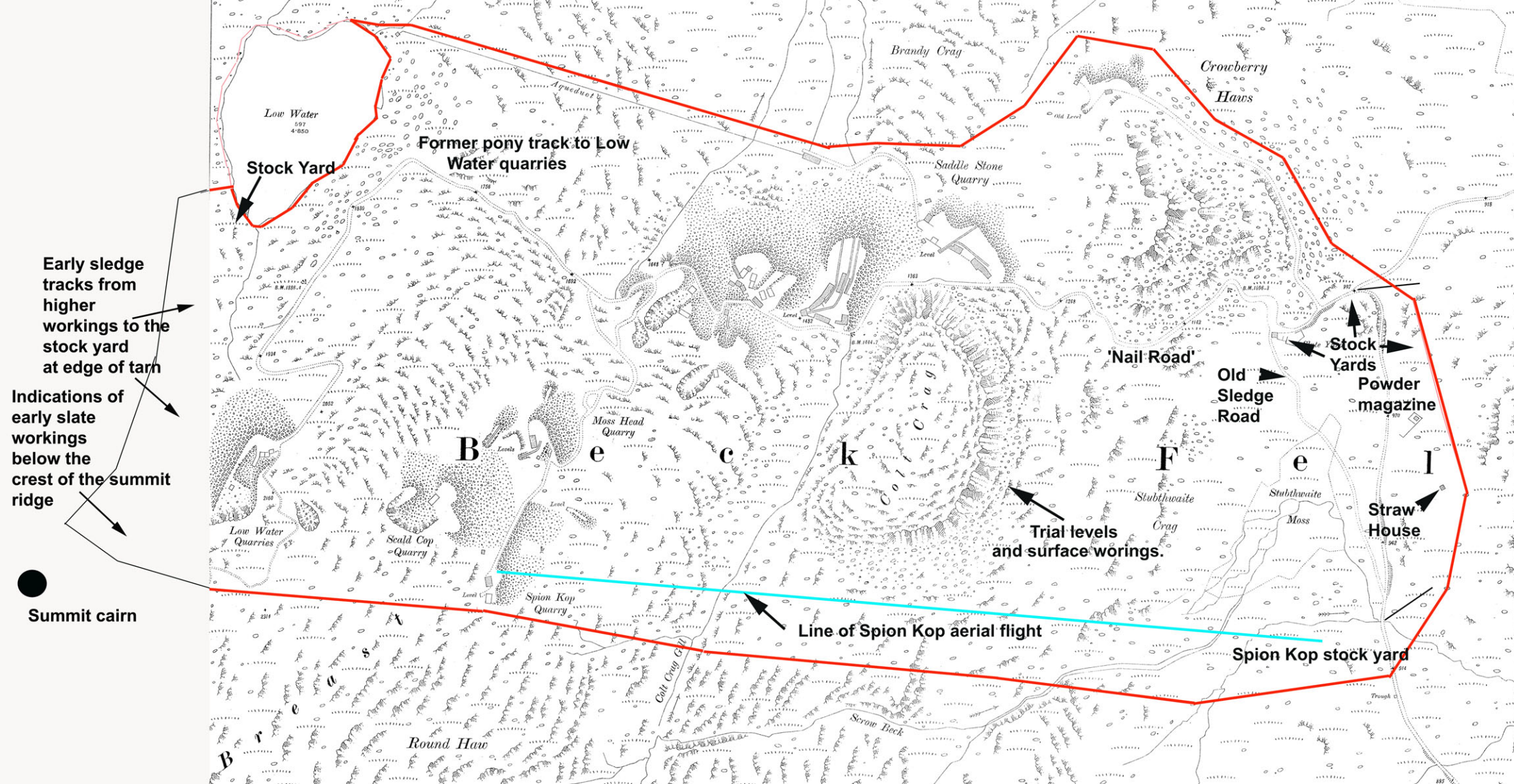
Later, during the Heritage Lottery project, the known details of the site's history were reviewed. A complete inventory was built up of relics on the site and it was pleasing to find that, despite this additional knowledge, the former boundaries that had been proposed did not need to be altered.

At the Mine Forum Meeting in March 2012 it was agreed in principle that new attempts should be made to schedule the site. It would be the tenth scheduled ancient monument in the parish of Coniston. The existing nine sites include the Coniston Coppermines, Greenburn Copper Mine, the Yewdale lime-kiln, lake shore bloomeries and a number of dark-age walled enclosures.

The survey of the mountain which commenced in 2005, and extensive interpretation of the remains, much of which is included on the Old Man web-site ([www.coniston-old-man.net](http://www.coniston-old-man.net)), will provide vital information to back up the process of scheduling. CAT assisted in part of the work, including the survey of the 1000ft Spion Kop aerial flight.

So now we need to start preparing documentation. John Hodgson has agreed to be the king-pin of this work and data is being passed to him to include in the documentation.

A Cameron.



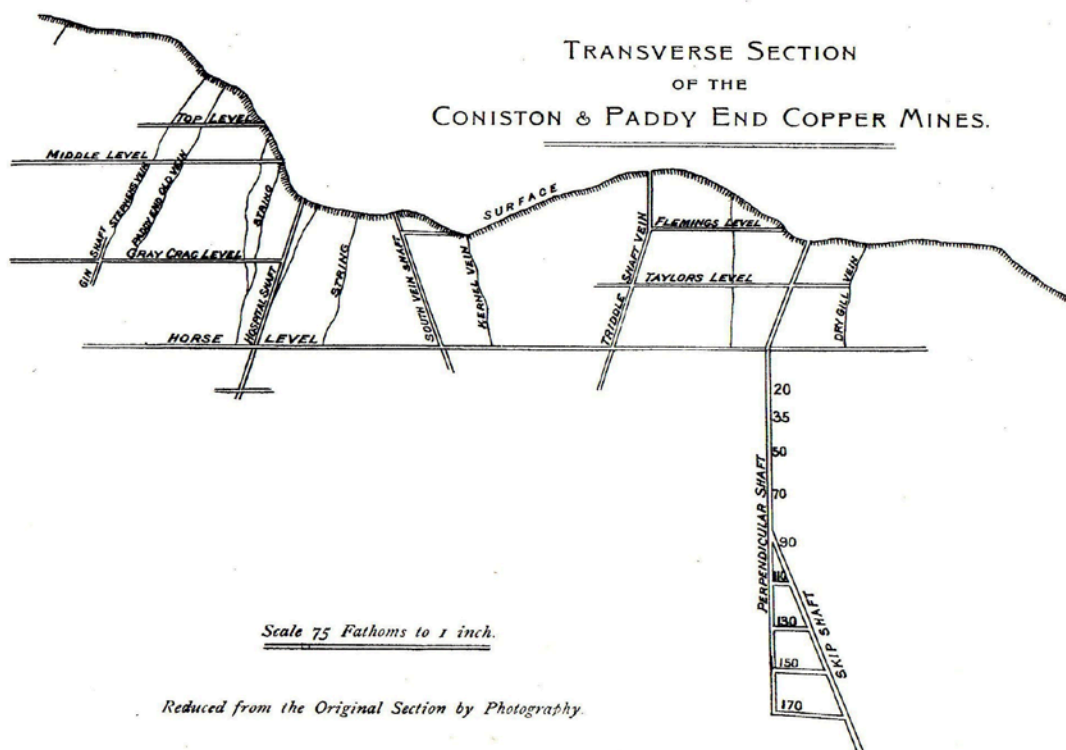
## Barrow in Furness Naturalists Field Club – A Visit to Coniston Copper Mines in 1882

*'In 1880 a skip winder was installed at New Engine Shaft working down Skip Shaft, the incline on the vein at the foot of the vertical shaft. The Coniston Mining Co sank New Engine Shaft from 190 to 205 fathoms and developed the 205 fathoms level, where Cunningham says the vein is 2-3ft wide but with only specks of Chalcopyrite.'* (Ray Bland)

The following article, submitted by Peter Fleming, was published in the Barrow Times on 25th November 1882.

On Saturday a portion of the geological section of this club, accompanied by their president, Mr William Boaden, were invited by Mr Johns, the respected manager, to pay a visit to the Coniston copper mines. On arrival at the mine house an excellent suit of miner's clothes had been provided for each, and when donned, the party, led by the manager, proceeded to the adit or level leading to the mouth of the shaft. The length of this level, driven in the green slate, is about 700 yards, and is laid with a line of rails of a narrow guage, for the purpose of bringing the ore from the pit mouth to the stamps outside.

On notice being given to the pitman the skip was put on, and the party were taken down the shaft in parties of two each, to the 170 fathom level. This shaft, for about 100 fathoms is perpendicular, and for the remainder of the distance is at an inclination of 75 degrees



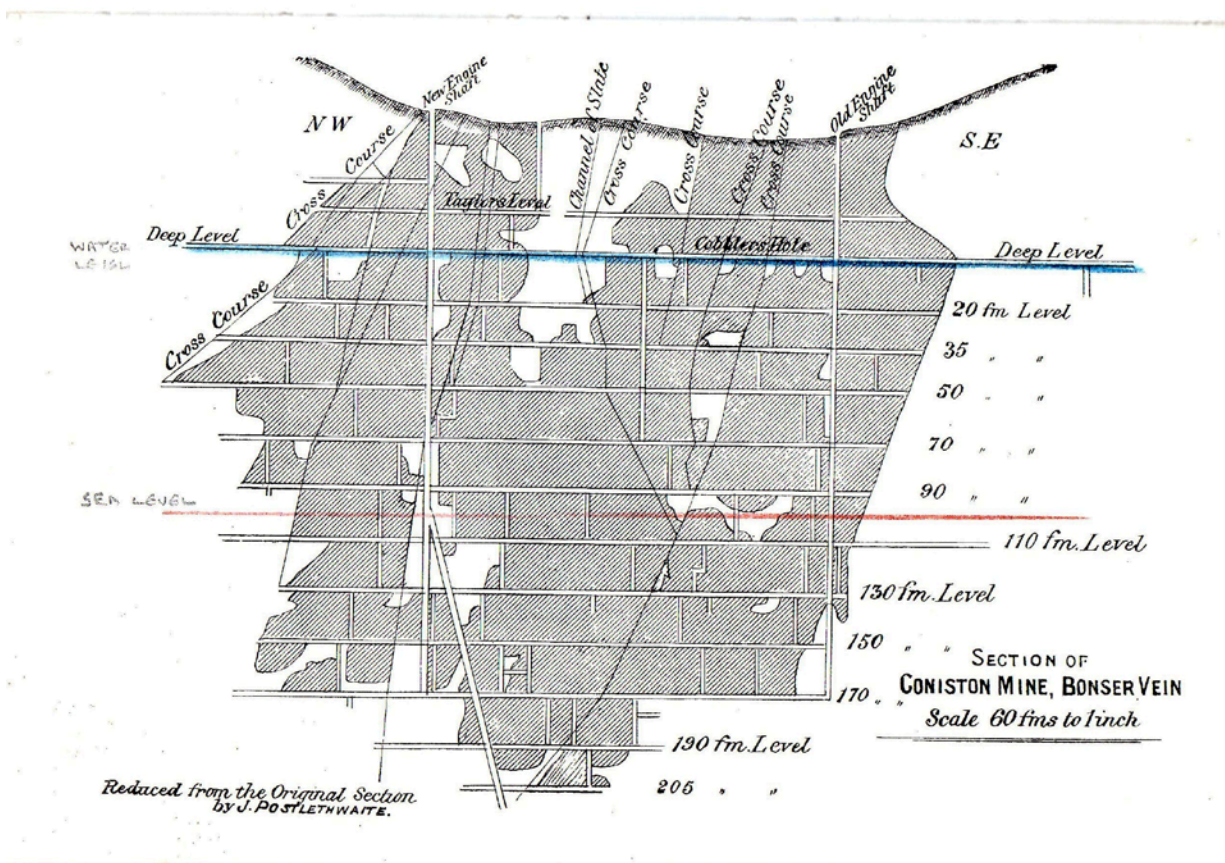
*Section of the New Engine Shaft, from Posthlewthwaite, 'Mines and Mining in the English Lake District.'*



to the level, so that at the change the feeling on descending was very peculiar, as none of the members were acquainted with this diversion.

The level was carefully examined, and all the important places pointed out by the manager. It is about 600 yards long, and varies in height from 2 yards to 200 yards. The whole of the ore in this level is worked out. They, by means of chains and ladders, proceeded to the 180 fathom level, which was examined in like manner. In this level the operations of the workmen were being carried on very energetically, and after three shots had been fired the members proceeded to examine the debris, which consisted of copper, lead ore, quartz rock, a kind of horn stone, oxide of iron, &c. The best samples of these were picked out by the members for the purpose of increasing the number of objects in the museum.

The 190 level was then inspected, where similar operations were being carried on, and a visit to a sump 15 fathoms deeper than the lowest part of the mine, viz., 255 fathoms or 510 yards perpendicular from the surface, finished the explorations. The thickness of the vein of copper varies from a few inches to several feet, but as a rule the small veins are much better in percentage of copper than the large ones. Thus, at the bottom of the sump is a vein, which is one foot wide and is almost entirely composed of pure copper ore.



On return the walls of the vein were attentively examined, and the manager in one place pointed out how the vein had changed its position from one wall to the other. This is evidently one of the changes which nature has produced most likely by pressure, but is still unaccountable by man. The colour of the walls in some places was extremely peculiar and beautiful. In one, the water trickling down the sides produced almost perfect white, most likely from the quartz; in other places it was of a very dark brown tint, probably from the iron ore; and, where the action of water, combined with some acid, had changed the sulphuret of copper into a carbonate, the colour was most resplendent green. Return was then made along the 190 level to the shaft, and having safely returned to the adit, all were in a very short time once more able to view the pure light of heaven.

These mines, which have been worked since the time of the Ancient Britons, consist of ten levels, eight of which are worked out, the other two employing at present only about 60 men. When copper, however, a few years ago, was fetching a good price, the number of men employed was about 300, and no doubt, should trade improve, the present energetic manager, whose whole thought seems centred in the mines, its working and surroundings, would be able to ever increase this number.

On arrival at the mine house, the pit clothes were changed for more comfortable habiliments, and after a good cleansing, the company sat down to an excellent dinner, which the manager had so thoughtfully ordered before hand, and which, after six hour's hard labour in the bowels of the earth, was done ample justice to by the members.

No time was left to examine the process of stamping and other out-door operations, but it is expected that shortly some new and more modern machinery will be erected. This pleasure was postponed until a future day when the Old Man and other adjacent mountains have not assumed their winter's garb.

As the rain was now descending in torrents and train time had nearly arrived, the thanks of the members were most enthusiastically given to Mr Johns for his hospitality, and for the kind manner in which he had not only shown them the various workings, but answered their various questions upon the deposition and formation of the lode. The journey to Barrow was soon accomplished, and thus ended one of the most pleasant local excursions in the history of the geological section of the Barrow Naturalists Field Club.

## CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

Committee Meeting held on the 10<sup>th</sup> December 2011 at Rydal Hall, Rydal, starting at 4.30 p.m.

### Agenda.

- |    |                             |    |                                      |
|----|-----------------------------|----|--------------------------------------|
| 1  | Apologies for absence       | 2  | Minutes of the last meeting          |
| 3  | Matters arising             | 4  | Secretary's Report                   |
| 5  | Treasurer's Report          | 6  | Membership Sec. & Newsletter Reports |
| 7  | Meets Report & R A forms    | 8  | John Barratt Cost Book               |
| 9  | Publications                | 10 | Library <b>(10.1)</b> Furness Plans  |
| 11 | New projects                | 12 | Publicity Officer                    |
| 13 | Coniston Mines and Quarries | 14 | GPS                                  |
| 15 | Mines Forum Meeting         | 16 | Any Other Business                   |
| 17 | Date of next meeting        |    |                                      |

**Present:** J Aird (JA), W Allison (WA), J Brown (JB), P. Fleming (PF), I. Matheson (IM), M. Mitchell (MM), M. Scott (MSc), C Woollard (CW)

The meeting commenced at 4.30 pm. 8 committee members attended.

**1 Apologies for absence:** S. Barker, M. Simpson and A. Wilson.

### **2 Minutes of the last meeting**

The minutes of the committee meeting held on Monday 26<sup>th</sup> September 2011 had been previously circulated to members. It was **PROPOSED** by WA 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 3.1 JA CATMHS drill has been sold for £32.67
- 3.2 8.0 JA A RA form for the meet on 6<sup>th</sup> November was done by JA and approved by JB.
- 3.2 12.1 WA reported that English Heritage had authorised the appendix to the management agreement which allowed the Society to clear the debris away from any collapsed hoppers, but if a hopper was to be rebuilt this would require a totally new agreement.
- 3.3 12.2 JA £258.00 balance paid and £1758 total.
- 3.4 12.3 PF Did not manage to contact JH regarding the application for Sebastian Mine, but will try again.
- 3.5 14.2 PF will try to contact JH again about this. MM reported that he had spoken to him about some emergency work to the Mill cap stones. WA suggested a method statement was put together and submitted to the LDNPA as discussed at the last Mines Forum meeting.

### **4 Secretary's Report**

SB had nothing to report apart from to mention that the dates for next year's NAMHO conference are 29<sup>th</sup> June to 1<sup>st</sup> July 2012. Details and booking form available at <http://www.namhoconference.org.uk>

### **5 Treasurer's Report**

JA had circulated his report to members for the period 26<sup>th</sup> September to 10<sup>th</sup> December 2011 and announced that the accounts had now been audited. He asked that his expenses of £147.41 be approved. MM **proposed** that this was accepted, **seconded** by IM. This was carried unanimously. JA was proposing to apply for an increase in his mileage rate, increasing it to £1.00 per mile and would like the committee's approval WA seconded this. This was carried unanimously. The BCA have informed the Treasurer that the PLI insurance cover is being increased from 2 Million to 5 Million and therefore the premiums for members for underground cover will rise from £16.00 to £17.00, surface premiums are unchanged. The annual return to the Charity Commissioners has been approved and the Treasurer also reported completing the trustees report. This has been sent out to the committee.

## **6 Membership Secretary & Newsletter Editor's Reports**

- 6.1 IM Membership renewals went out with the last NL and 49 members to date have renewed.
- 6.2 IM Had sent out e-mails to committee members giving his evaluation for the cost of printing NL's and was asking for approval to spend more money to try to reduce the amount of his time in producing these. A full report will be made by IM at the A.G.M., but a brief report was given at this meeting, indicating that the cost per year is currently £1260.00, equating to £12.00 per member. This is still very affordable. There were many replies supporting IM's request and Jon Knowles (JK) had given advice on a commercial quality printer which IM followed up 'on line' and found that breaking down the costs for the printer, ink etc. would be £2000.00/yr equating to £20.00 per member. He would be happy to continue with the present system, but would like a printer standing by. MM proposed that IM is given the authority to spend as he thinks fit seconded by MSc. This was carried unanimously.

## **7 Meets Report**

- 7.1 JA has completed the RA form for tomorrow's meet and this has been checked by JB and sent to MM.
- 7.2 MM with reference to the Boxing Day meet proposed that the cheese and wine aspect will be held off until the summer months when this can be enjoyed in better weather. MSc members attending should meet at Roanhead and the meet will circumnavigate Elterwater and on to Lingmoor Quarries. It will finish at The Wainwright in Brambles. Meet at the car park 10.00 a.m. MSc to lead.

## **8 John Barratt Cost Books**

WA reported that the County Archive is providing a cost to reproduce the Coniston Cost Book

## **9 Publications**

PF said that an inventory needed making out and we are getting low on some of the publications that are in stock and we are now out of the 'Old Man' trail leaflets. IM to progress the inventory.

## **11 New Projects**

### **11.1 Carrock Mine Portal Restoration Works- John Brown**

Work started on the restoration project on the 6<sup>th</sup> March 2011 with various remedial works carried out to repair the fencing around the open stopes, bars to No 3 entrance and to block up the Waterfall Trial entrance. 17 visits were made in total which involved putting in a temporary internal dam and pipe work which allowed the clean water coming out of the mine to by-pass the work being carried out in the entrance. Two further dams were built using sacks filled with soil, one to retain any dirty water coming from the work area (some leakage from the internal dam was unavoidable) and this was pumped onto the surface to disperse on the vegetation and tips. The final dam meant that any further leakage took a slow route through an existing reed bed and this proved to be a very efficient filter before finally draining into Grainsgill Beck.

The final work was completed on 27<sup>th</sup> July 2011 and a visit was made by Andrew Davison of English Heritage on 9<sup>th</sup> August along with John Hodgson and Eleanor Kingston (still on maternity leave) of the LDNPA, Robert Hazel-McCosh with one daughter and two sons representing Dalemmain Estates. John Brown, Warren Allison and Colin Woollard were there to show them the site and conduct a trip into the mine. None of them had ever been into the mine before and were very impressed with what they saw.

The total cost of the project was £2753.00 and the Society has been refunded by English Heritage.

CATMHS has a three year management agreement to monitor the site and because some repair work is required to some of the internal hoppers on Harding Vein, an annex to the agreement has been agreed and signed by Andrew Davison. Everything inside the mine is still part of the Scheduled Ancient Monument.



#### **11.2 Silver Gill – Warren Allison**

WA reported that although the surface dig to find the fourth level had been unsuccessful after a discussion with John Hodgson (LDNPA) an application to pump out the shaft in the New Staln would be submitted to the LDNPA

#### **11.3 Tilberthwaite Horse Crag Level – John Brown**

Since the breakthrough which was reported at the last A.G.M. work continued to complete the steel support work and tidy the area. A final visit was made on 9<sup>th</sup> January and a brief inspection of the next collapse was made, but all were agreed that this would require another major effort to punch through this one. Six sets of steel and timbering for this remain and will be used for the next push forward. It is thought that this may start some time in the spring next year.

A visit was made on the 6<sup>th</sup> of February to replace a damaged lock on the gate. Some attempt had made to open it, but had failed. A laminated information notice has been placed on the gate.

Three visits were made recently on the 13<sup>th</sup>, 20<sup>th</sup> November and 4<sup>th</sup> December to remove the rail which had been placed in the level between the slate closehead and the collapse. All of the rail has now been returned to the store at Ashfell Farm Ravenstonedale for safe keeping.

#### **11.4 Sebastian Mine** No action at present.

### **12 Publicity Officer**

I.M. gave details of the proposed exhibition to be held at the John Ruskin Museum, starting on 1<sup>st</sup> July and ending on 11<sup>th</sup> November. This will be in conjunction with Jane Foale's exhibition and it is proposed that CATMHS will take up 50% of display. This event will have full press coverage. P.F. and M.Sc. will be offering guided walks. M.M. suggested that the Society purchase a T.V. to provide a running slide show which he would be putting together. The cost for this would be approximately £300.00. I.M. would put on a display showing the Society's past exploration work and the display material would be in various sizes, but some would be printed on A3 format. I.M. asked for a vote of thanks for Jane Foale for her work putting this exhibition together and he also proposed setting a provisional budget of £500.00 for the event. J.A. seconded this. This was carried unanimously.

### **13 Coniston mines and quarries**

P.F. asked if he could remove existing materials from Mandalls to check through it. All were in agreement

M.Sc reported that the Wheel Pit in Red Dell was in need of a clean out.

P.F. reported giving a talk to CIHS. Before giving this talk, Bill Myers put a piece in the Evening Mail about it and another article subsequent to the talk. P.F. said that he had great admiration for Bill Myers who also wrote AN article on Warren Allison's talk at Lancaster University on 1000 years of mining at Silver Gill.

#### **14 GPS** Nothing to report.

### **15 Mines Forum meeting**

The next meeting is in January

### **16 Any other business**

P.F. brought the Chairman's award back and all committee members were agreed that this year's recipient should be Sheila Barker in recognition for her long and dedicated service as Secretary to the Society.

### **17 Date and venue of next meeting**

12<sup>th</sup> March, Coppermines Valley.

JB

## Tilberthwaite Report

12th February saw a return to the Horse Crag Level to set about removing the second collapse, now some 600 metres from the adit. The tub which had been in use at the first collapse and was now chained to the gate at that location, was today going to be dismantled and taken through to the other side of the supported ground. It was too wide and too heavy to get through without doing this. It was then reassembled and taken in the 400 metres to a point where the Level meets the Vein and where the collapse material is to be stored in a bag wall. This whole operation took three members of the digging team the full day, the main difficulty being the glutinous mud on the floor of the Level. This is not a place for ill fitting wellies, dodgy hips, knees or ankles.



*The second collapse*

4th March and with the tub on the tracks and the flat bed top modified to a narrower dimension, work to clear the track and remove the tail of the collapse began in earnest. Every available space is to be filled using a mixture of 1 tonne bags and 50Kg bags and the level will be narrowed to allow only a wheel barrow through and so some of the track will have to be covered over. The level in this area twists and turns and approximately 50 metres were cleared this day. Warren Allison



*Miner's tramway, in-bye of the first collapse*

spent time during the morning clearing the partly blocked culvert outside the mine next to the remains of the shop. Others present were John Brown, Colin and Andrew Woollard.

11th March. We had another good day clearing the track and removing more of the tail of the collapse by shoveling it into trugs and then transferring these to the bags in the pack wall using the tub. The task is made much easier by being able to get the tub close to the digging and tipping areas and therefore cutting down the amount of handling. Approximately 95 metres have now been cleared from our starting point on the 12th February.

25th March. The size of the team has now increased to five with Jeff Glover re-joining us and this is probably the right amount for efficient working. It is estimated that we are moving about 12 tonnes of material each visit but now the depth of the tail is getting much greater, forward progress is slowing. Thanks go to Ian Matheson for letting the water out of the dam the previous evening. An empty Close head provides us with a settling lagoon when there is a danger of dirty water exiting the mine.

John Brown

# CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

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