

Library Additions

A number of publications have been received and are to be added to the Club Library since the last issue of 'Below' these include:

North Wales C.C. Newsletter:
No. 269, March/April 2000; No. 270, May 2000

Norfolk Mineral & Lapidary Society: Stone Chat Volume 20, No. 4 Summer.

Cave & Karst Science
(Transactions of the BCRA), Vol.26 No.3, December 1999.

Speleological Abstracts
(Commission of Bibliography of the International Union of Speleology, Switzerland), 30th Year, No.37 1998. (Complete with CD-Rom No.4)

Subterranea Britannica: Bulletin 31, Winter 2000 - includes an article on Holy wells and hermits' caves in the Teme valley, Worcestershire.

Great Orme Exploration Society: Journal, Issue No.1, 2000.

NAMHO: Newsletter No.38 Spring 2000

Also received from Brian Tildesley: **"Further Tales from the Mines"**, by Geoffrey Carr, Footprint Press Ltd. 1995 - ten "humerous" and true tales from the British Coalfields.

August 5th-6th, 2000

A quick reminder to Members that we will be holding a Rescue Practice at Snailbeach over this weekend.

Peter Owen

I am sorry to report the news that Pete, aged 41, died of a heart attack at the beginning of June.

The funeral was held on the 9th June at The Shrewsbury School Chapel. Our thoughts during this sad time are with his wife Wendy and sons Patrick and Gareth.

If you would like to send a donation in Pete's memory, it was his request that it should go to the Midlands Cave Rescue Organisation.

Pete was a very keen caver, regularly taking all the family on underground expeditions. He was the founder member and Chairman of the Shrewsbury Underground Exploration Group. When they 'finished' he donated the remainder of their equipment to the Club.

He had been Head Gardener at Shrewsbury School for a number of years and had just completed a superb raised feature and pond area in the grounds. He also used to organise novice caving trips to Derbyshire for the School.

He was very knowledgeable about the Shrewsbury Coalfield and in the past had led some interesting walks around various sites in the area, providing a fascinating insight into some much neglected and obscure mining remains. In recent years he became very enthusiastic about Llanymynech Ogof, searching for evidence of Bronze age mining, one of his latest discoveries being a stone maul (hammer).

Unfortunately back and latterly a leg problem had restricted his activities underground. However this did not stop him, during the past year he took over the Club Library and was in the process of re-organising and re-cataloguing the collection, working hard to try to get the library into a more accessible form for Members.

At the June Club Meeting it was proposed that the MCRO and SCMC should buy a set of "Mole Phones" in memory of Pete. It was also decided that the Club and Shropshire Mines Trust should cooperate on a long term memorial to him.

Kelvin

Tackle

Andy Harris reports that the First Aid kit for Snailbeach is ready and waiting in the miners' dry. It will be put into Perkins Level soon.

First Aid

Alan Moseley would like to know if anyone who attended the recent First Aid course has had their certificates.

Tar Tunnel

We have had a request from the owners for any documents, photographs etc. that could be used for a display that is to be mounted at the tunnel in the summer. They would also like us to lead a trip for them, beyond the visitor area. If you have anything for the display, then contact John Priest or Neal Rushton.



News Round-Up 1

by Ivor Brown

40th Anniversary

Is the SMC 40th Anniversary Year of Publishing going to pass without notice? SMC Account No.1 was dated October 1960 (we are now awaiting Account No. 23!). Although some discussion has gone on in the background no other positive use of the SMC name has been found before the formation of a steering group to draw up a constitution etc. in April 1961 - it is most likely that we shall have to accept this date as that of our founding. Are we going to make anything of it?

*[What **should** be happening is that people are taking photographs of all the Club trips during the year with a view to making a photographic record of our "Anniversary Year" trips .. however ...Kelvin.]*

Coal Stats

It has been reported that Ironbridge Power Station burned 1.3 million tonnes of coal in 1998, but only 0.8 million tonnes in 1999. Also in 1999 the 3 Shropshire opencast sites (total 23 employed) produced 23,086 tonnes coal. (No deep-mine coal was produced).

Aerial Ropeway

Another mineral aerial ropeway has been located in Shropshire to carry clay from Hydraulic pit on Albion Bank to Snedshill Brickworks c1914 to 1920.

The Blockley Story

(continued from last issue) - as given in **Mine and Quarry, June 2000**. Ennstones attempt to buy Blockleys was eventually successful, they "immediately resold at a profit" - about £2.5 million, "with retained land worth perhaps another £4 million or so".

Ennstones have since bought the Breedon Quarrying Company (Breedon Hill and Cloud Hill Quarries, Leics.) with the profits.

Dog Monument

In Shirlett High Park near Broseley

there is a monument to a retriever (dog) who fell down a coal mine shaft.

Ironbridge Stone Mine

In April of this year, contractors working for English Heritage removed some of the 'Vigar Rock' in the Ladywoods, Broseley, near the Ironbridge to provide stone to restore parts of the bridge abutments. *See pages 7 & 8 for further details.*

Chillingham Castle

This castle, home of the Earls of Tankerville is now "open" for the first time in 800 years. The Chillingham Wild Cattle Park - the "worlds only pure bred cattle" is also open to the public. They are near the A1 north of Alnwick.

Industrial Spies

A Professor Schwerdfeger of Potsdam is writing a book based on the reports of some 80 mining officials who came over to the UK (and particularly Shropshire) as "industrial spies" during the period 1750-1850 when Britain took the lead in ironworking and mining.

Harold Williams

A rather late profile of the life of an early SMC member appeared in the 1999 issue of the **Railway & Canal Historical Society Journal**. It concerns the life of Harold Williams who died in 1975. He was an Associate Member of the Club for many years up to his death and his

memories of local mining from about 1918 onwards were of great value as was his collection of old photographs and documents, some of which are now at Ironbridge.

[What happened to the bulk of his collection? I have seen odd items for sale in various second hand shops - including some nice maps of the canals and mines in the Telford area drawn by him based on the early OS maps, Kelvin]

Dinorwic

In April IJB toured Dinorwic Power Station, Llanberis (The Electric Mountain trip), mainly in a minibus. There are some 14 miles of tunnels. On the tour you visit enormous cavities containing massive valves and turbogenerators, now almost 20 years old. The lady guides sounded bored with their much repeated commentary until IJB disagreed with the comment that the town was cut off to rail passengers by Dr. Beaching in 1964. He could not get there in 1954 (Saturday 18th Sept.), his trip was then: bus to Wellington (6.09am - 6.52am). Train Wellington to Chester (7.10 - 9.48), Chester to Bangor (9.53 to 11.41), Bangor to Caernarvon (12.45 to 1.04pm) then by bus from Caerns to Llanberis (due to rail closure). Every train was on time too - and how we trusted them. Things have certainly **not** improved. The lady commentator made several anxious telephone calls to her bosses but they had to admit that even in 1952 passenger trains were down to only 3 days per week.

Mineral Workings

The latest "list of mineral workings in Shropshire" gives the following:

Igneous and Metamorphic Rocks: **Sand and Gravel:**

Clee Hill, Leaton.
Condover, Bromfield, Dorrington, Buildwas, Tern Hill, Gonsall & Wood Lane (Ellesmere).

Limestone: **Sandstone:**

Lea/Coates, Llynclys, Shadwell.
Grinshill, Myddle (Webbscott), Bayston Hill, Callow Hill.

Common Clay & Shale:

New Hadley, Knowlesands, Donnington
Windmill Lane (Broseley ?)
Caughley.

Coal: **Fireclay:**



County Council Archaeology Day School

Saturday 27th November, 1999



I attended and bumped into Dave Adams and Mike Moore at this event.

The mining interest was represented by a slide of Snailbeach as the Archaeology Service recorded the unearthing

of the saw pit and the erection of the new headgear (I hope they also recorded the new "adit" that has appeared there).

Sadly, I have to report my enjoyment of this item was marred by loud snoring coming from the direction of the Founder Member...

Yes, I thought Dave's post-prandial slumbers might be of interest to 'Below'.

I have my suspicions as to whether Mike went the same way at times but at least he didn't start snoring!

I have been thinking for some time that I should do a Club trip around the Cleve Hill. I will try and find a suitable date.

David Poyner

Grime's Graves

On Sunday 14th May, Pete Topping and Martyn Barber, two of the authors of RCHME's recently published "Neolithic Flint Mines of England", were at Grime's Graves, Norfolk, conducting guided tours around the earthworks of the country's best-known Neolithic flint mine.

The site is one of just 10 definite Neolithic flint mines in England, Grime's Graves is also one of the best-preserved above ground, and one of only two with easy public access.

The aim of the tours was to provide people with an understanding of:

- what the surviving earthworks represent,
- what flint mining in the Neolithic involved,
- the history of archaeological

investigations at Grime's Graves (including both facts and gossip), (d) the place of flint mining within Britain.

Visitors were shown around the surface remains, and then allowed to descend "Pit 1". This was excavated in 1914 by the **Prehistoric Society of East Anglia**.

If you are interested in the mines and want to know more then:

"The Neolithic Flint Mines of England" by Martyn Barber, David Field and Peter Topping is available from English Heritage Postal Sales, Knights of Old Limited, Kettering Parkway, Kettering, Northampton NN15 6XU

Tel. 01536 533500.

or speak to **Mike Moore**.

Chalkworks Collapse

In January of this year heavy rain disturbed old chalkworks in Field Road, Reading causing 'huge' chasms to appear in the road and two houses to partially collapse.

Seventeen families in the road ended up being moved into temporary accommodation. Council officials estimated that it could cost up to half a million pounds to stabilise the area.

After initial investigation, engineers now believe that the tunnels extend much further than originally thought, passing under houses in the area between Dover Street and Lower Field Road, as well as Opal Court, Ruby Court, Garnet Hill, and at least 3 houses on Coley Hill.

The incident was widely reported in the Reading Chronicle and on local TV.

British Library Archives

Mining historians who use archives may like to know that the British Library's indexes and descriptions of their manuscript collections are now available online at:

<http://molcat.bl.uk/msscat>

When it first loads you have the choice of finding out about the Catalogue or searching the index, or the descriptions.

However when you go to the search page, it is a little confusing, with several possible 'boxes' to fill in (it

pays to visit the "Tips for searching" page before you search!).

I tried searching using the 'Name' box for 'Mines' - this produced 59 results, mostly foreign references. I then tried the same search but using the lower search 'box', this returned over 200 results! Just scanning down the list of documents made interesting reading, many of the results provide additional links to particular documents or collections, however I didn't find this too successful - getting "0 hits" when I

clicked the link! Which is a bit silly.

The actual listed sites appear in the form:

70. **Dudley (Dud)** Col.. *4th natural son of Edward [Sutton], 5th Baron Dudley. Covenant with R.Large for working lead mines in co. Som.* 1657/8 Sloane. 3652 f. 111

If you are interested you can also visit the main British Library website at:

<http://portico.bl.uk>

Kelvin



Copper Mines on Cardington Hill?

Brian Tildelsley has sent in a copy of the First Edition Ordnance Survey map for the Church Stretton area.

A feature that attracted Brian's interest was a spot on Cardington Hill labelled "Copper Lode". This version of the map is believed to have been surveyed some time during the first three decades of the nineteenth century, there are other industrial features marked, like quarries, brick fields and mills, this is one of the more interesting 'mining' references.

Reproduced below is a sketch made from the first edition map, however Brian went one stage further, enlarging the map by blowing it up on a photocopier to the same scale as the modern (1999 revision) Pathfinder Map, then copying it onto acetate.

Unfortunately I have not been able to reproduce Brian's efforts here, but when you position the acetate over the top of the modern map it is interesting to see how the various features line-up.

Needless to say "Copper Lode" is not marked on the modern map, but by over-laying the old map acetate on the new one I have been able to obtain a grid reference for the location which is: **OS 4917 9450**.

Another interesting feature is the village of Wilson (on the first edition map), by 1999 the village had changed its name and is now known as Willstone.

Club members have come across various odd references over the years in different books to copper workings

around Church Stretton, some of which have been mentioned in previous editions of 'Below', when looking for these possible copper workings it has often been thought that they were on the west side of Church Stretton, could it be that they were along the Hope Bowdler - Cardington Hill range of hills instead?

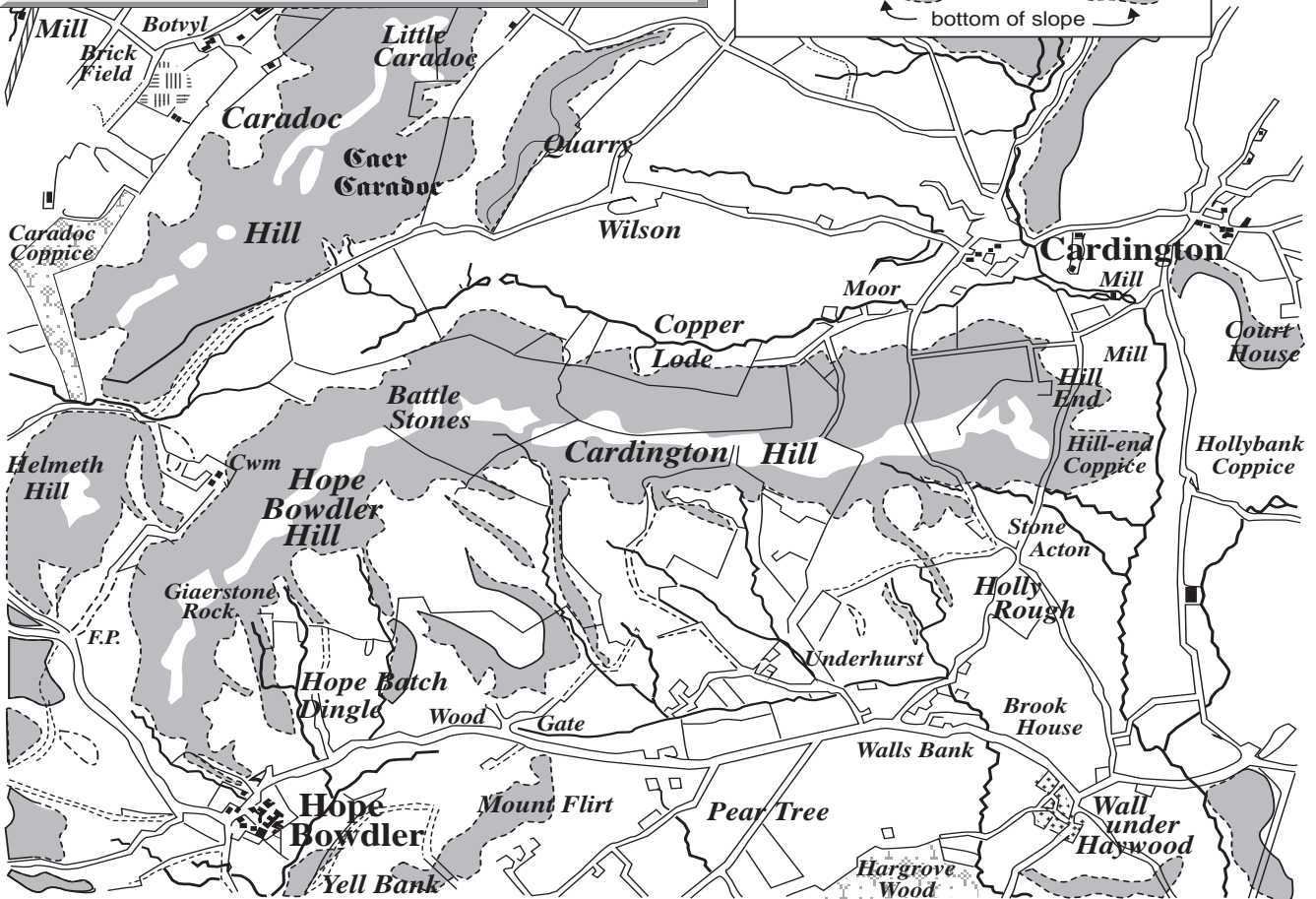
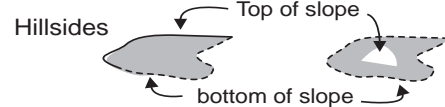
It might be worth organising a Club walk to the area to see what we can find - I notice on the copy of the Pathfinder map that I have there is a footpath marked which runs very close to the site. I also understand that the Ordnance Survey have released a new version of this map in their 'Explorer' series, but I have not had chance to get a copy and see if the footpath is still there.

Kelvin

Cardington Area of Shropshire

Sketch plan based on First Edition 1" OS Map Surveyed in first 3 decades of 19th C. On 1999 revision the Village of Wilson = Willstone
Copper Lode at: OS 4917 9450

Key:



1967 NUM Conference from the Shropshire Mines Trust Library

A comparison of yearly national accident figures for the inclusive period 1959-1966 is shown below :-

Year	Numbers		Injury Rates per 100,000 manshifts worked	
	Fatal	Serious	Fatal	Serious
1959	343	1,662	0.23	1.11
1960	316	1,553	0.22	1.12
1961	234	1,464	0.18	1.11
1962	255	1,540	0.20	1.22
1963	250	1,388	0.21	1.16
1964	192	1,314	0.17	1.17
1965	217	1,146	0.21	1.11
1966	157	1,064	0.16	1.12

It can be seen that the number of men who met their death last year was the lowest for any of the eight years under consideration. Again, the fatality rate of 0.16 for the same year shows a considerable improvement on 1965 and is also less than that for each of the other years. This two-way decrease is most welcome and does, it is hoped, indicate the commencement of a continuing downward trend. On the other hand, the accident rate - the best index of accident risk - for serious injuries in 1966 was exceeded on only three occasions in the earlier years, even though the actual number of serious injuries was the lowest.

So many of these accidents, which very often cause dreadful mutilation, could easily be avoided if :-

(a) more careful control were exercised of materials being loaded on to and taken off armoured flexible conveyors. One man was killed when he was crushed between the face conveyor drivehead and a hydraulic prop when the drivehead suddenly moved in a lateral direction. A piece of chock-wood was found wedged between a flight of the stage loader and the overhang of the face conveyor drivehead.

(b) the use of anchor stations were extended. A person met his death when he was trapped between a shearer plough and the roof. The machine was pushed forward by a hydraulic prop which had been transported under it by the armoured face conveyor.

(c) hydraulic pulling devices were used to obtain "slack" in a broken chain of an armoured conveyor to

enable the ends to be joined up. A convenient method may be to run the conveyor motors. This is most dangerous, however, as seen from one accident in which a conveyor maintenance man was leaning over the conveyor to pull the chain when the conveyor jack-knifed" trapping him against the roof.

(d) the greatest care is taken by the operator of a power loader to ensure that no one is near the picks when power is admitted to the machine, and that he, himself, operates it.

A stable hole man was killed when caught by the picks of a shearer drum as it began to revolve. In another case, after removing two segments of a shearer drum in preparation for the "flitting" run, an operator called to one of his mates to move the machine back, telling him it was out of gear. When

power was admitted to the machine, the drum was seen to move. Although it was switched off immediately, the operator was drawn underneath the machine and sustained fatal injuries.

(e) haulage chains or ropes on power loaders were regularly examined and properly maintained, especially on inclined faces where runaways are extremely dangerous.

(f) faces were kept straight, thereby preventing haulage chains or ropes from oscillating dangerously into alignment.

(g) face conveyor driveheads were permanently attached to stage loaders, thus controlling the length of overhang, and if shields were attached to cover the last few feet of the loaders at their tail-ends.

Two men were killed and 12 seriously injured by accidents involving stage loaders. Both fatalities were caused by the men getting their feet accidentally caught in the moving chain near the return end. In one case, a face worker was returning to the face when his foot caught in a "D" link on the stage loader chain-he was trapped between the overhang of the face conveyor and the stage loader. The other victim, a machine man, was killed when he slipped on to the moving chain of a stage loader and was trapped between the flights and two link bars placed across it: the loader gate was dented to a depth of one foot and, in order to flit the coal cutter over it, a crude bridge was made with link bars.

(h) slip-shod haulage arrangements are not allowed for materials transport, and that mining standards and supervision are maintained at a high level.

Two fatalities occurred while hand-tramming materials vehicles



1967 NUM Conference continued....

on gradients. In one case, three men were lowering an empty bogie by means of a length of plastic covered signal wire. The wire broke and the bogie ran away passing through a hand operated warwick and stop block, which were both in the open position, and killed a 21-year-old youth at a loading point. The noise from two auxiliary fans situated nearby no doubt prevented the unfortunate youth from hearing the approach of the runaway.

In the other case, whilst men were attempting to lower a tub loaded with cement down a 1 in 9 gradient, using sprags, it ran away. The two men who were accompanying the tub tried to control it but failed and one of them was run over.

- (i) only proper haulage installations, effectively inspected and maintained, are tolerated.

Two men were killed when a bogie ran away due to defective brakes on the haulage engine; in another incident five loaded tubs ran away when a rope became uncoupled due to a worn shackle pin; a deputy was killed and another man seriously injured when a rope broke 4 ft. from the capel - the rope, which was of half-inch flexible wire construction and quite unsuitable for the duty, had been reported previously to be in need of recapping. In another incident a man was killed when he was struck by a set of trams on a 1 in 6 incline when the rope pulled out of the drum of a direct rope hauler; the return wheel had been moved inbye 30 yards on the previous shift thus requiring an extra 60 yards of rope but only 40 yards were added-there were only six coils of spare rope on the drum before the extension.

- (j) men do not ride illegally on vehicles - the abolition of this

very dangerous practice is largely dependent upon supervision and self discipline.

- (k) noise is abated wherever possible. A number of fatalities occurred when men were run down by moving traffic at locations where there was a high noise level from other machinery, e.g., at loading points, beneath an overhead haulage engine room and in the vicinity of auxiliary fans.
- (l) at all points of traffic movement where men are employed, the location should be well lit to enable persons to see approaching traffic, and means provided to give audible warning by automatic means.
- (m) the adequate clearances required by statute are, indeed, being provided for.

During shunting operations, a locomotive driver was struck by an overhead rope which crossed the road at a height of 32 ft. and he was seriously injured when he was jammed in his cab. While attempting to release him, his mate was also caught by the rope when it sprang free and he received fatal injuries.

Another driver was killed when he struck his head against a girder; there was less than an inch of clearance between the girder and the top of the locomotive, and the cab was not fitted with a roof.

- (n) signal lights are installed at haulage junctions and that locomotives are properly maintained.

A deputy was killed, and the driver seriously injured when a locomotive, hauling a loaded train, was in collision with an empty journey at a junction. The injured driver was aware that another train was passing when he had previously stopped his

journey 40 yards from the junction.

- (o) only high standards of installation and maintenance of manriding systems obtain.

A manriding train carrying 173 men ran away near the end of its journey when the 1 in. diameter endless rope broke. It travelled 240 yards before coming to rest on a level part of the roadway. Most of the men jumped off the moving train-a natural instinct when men are aware the train is running away-and in so doing 156 sustained injuries, none of which proved serious. The subsequent investigation revealed that the rope broke at a point where it had previously been damaged, while the track brakes did not operate due to failure of the overspeed governors and the poor condition of the brake gear from corrosion, and dirt deposits. The track itself was in need of grading and cross-levelling and there were sections where fish plates were missing.

- (p) suitable guards are employed to protect men from contact with moving parts of belt conveyors or machinery.

Men continue to be trapped in belt conveyor machinery, and although none of the accidents in 1965 proved fatal, there was a number of serious injuries from this cause.

- (q) all face and roadway conveyors have efficient means of communication, both for signalling and for telephoning, incorporated in the system and that it is possible to stop the conveyor and keep it stopped from any point on its entire length.

- (r) if an explosive is permitted for firing under water, then only water should be used.

Immediately after shotfiring in a



1967 NUM Conference

ripping lip on a longwall face; gas was ignited over a length of 25 yards in the roadway. A workman some 57 yards away along the face was burned. Efforts to extinguish the flame were not successful, men were withdrawn and the district flooded. The fire was extinguished some 48 hours

later. An explosive permitted only for firing under water for pulsed infusion, was being used but the holes were stemmed with sand. In another ignition, also with pulsed infusion explosives fired without water, the flame was quickly extinguished and no one injured.

Wherever possible a spark producing horizon such as hard intrusions in the floor, seam or roof, should be avoided and water on all machines should be applied freely whenever cutting is in progress, not only as a safeguard against ignition but also for dust suppression purposes.

Stone Mining in the Ironbridge Gorge - Spring 2000

Earlier this year the iron bridge in Ironbridge under went a face lift, with contractors erecting scaffolding around the bridge so that the iron work could be re-painted and repairs carried out on both the bridge and abutments.

Apart from a few 'cracks' in the ironwork (some of which have been there a long time!), the bulk of the work was largely re-painting. However examination of the structure of the abutments revealed several 'weak' or damaged stones which needed to be replaced.

Geologists working for English Heritage identified a quarry site high up in the woods on the Broseley side of the River in an area known as Ladywood which was 'probably' the original quarry site for the bridge stonework.

Contractors and masons Dimbylow Crump were engaged to carefully cut out the poor stone from the bridge abutments and to get new pieces from the quarry.

The main problem for the contractors was the inaccessible nature of the quarry site in over grown woodland. Initially they thought everything would have to be done by hand, however eventually they decided to drag a small generator up into the woods to power an electric drill, disc cutter and angle grinder. They worked fine as long as only one device was used at a time!

Only stone actually needed was cut,



Drilling the holes for the plug and feathers



The plug (centre) and feathers (above and below the plug) inserted into the hole, ready to split the rock.



After a few hits with the hammer, the rock begins to split along a line joining the holes.

Pictures, freeze frames from I.A. Recordings Video Archive



Stone Mining in the Ironbridge Gorge continued

and most of this was obtained from large boulders lying around the quarry floor - removing the need to actually work the quarry face (apart from one small section). From a mining point of view what was interesting was the use of the plug and feather technique for splitting the rock into rough sections ready for the disc cutter and angle grinder.

First a series of holes were drilled around the rock to be split, then a plug (thick wedge) and two feathers (thin wedges) inserted into each hole, moving round the rock gradually hammering each plug into its hole caused the rock to split.

All the dressing of the stones was carried out in the quarry, so only finished stones would be taken down the hillside.

The original plan was for the stones to be put on pallets, shrunk wrapped then air-lifted by helicopter down to the car park by the bridge. In the end, the Health and Safety considerations proved too much and forestry chutes (plastic troughs used for sending timber down the hillside) were employed for sliding the stones carefully wrapped in hessian sacking down to the roadside, where they were loaded into a van and taken on to the bridge.

A week after quarrying had finished a visit to the quarry site revealed hardly any signs of the previous activity, the undergrowth had already started to recover and grow over the workings.



Cutting the stone roughly to shape using a disc cutter



Shaping the stone with an angle grinder. Final polishing was done later.



Above & left: Finished stone being sent down the logging chutes, wrapped in hessian sacking to protect it.

The chutes were loaned by the Severn Gorge Countryside Trust, who are responsible for maintaining the woodlands

All the pictures are freeze frames from the I.A. Recordings Video Archive



Kelvin



Mines & Tunnels of the Ironbridge Gorge, 12: Water Tunnels and Culverts of the Coalbrookdale Valley, by Ivor Brown

The old Coalbrookdale Company Works was remarkable not only for the use of waterwheels for power on a wide scale, but also because it continued to use water power (aided by steam engines to pump back the water), over a very long period.

The water came from brooks in the two smaller valleys that lead into the head of the Dale Valley, the Loamhole Dingle (Lyde Brook) and the Lightmoor Valley. The main brook was the Calde Brook and its tributaries, the Lyde and the Horsehay or Lightmoor Brook. Over 300 years there has been much infilling of the valleys to raise the floor and also of diversion and ponding of the brooks. This applies particularly to the Calde which now for much of its length is culverted and unseen at the surface.

The whole brook and culvert system in the Coalbrookdale area, except for the New Pool and the brook east of this are in strata below the coal bearing rocks.

The full extent and the location of the culverts is not now known although several attempts have been made to survey them, including one by the SCMC in the late 1970's. There is also one tunnel recorded in solid rock "half a mile long" with a shaft 120ft. deep and possibly other short rock tunnels. Also, just below Brierley Hill on the northern bank of the Lightmoor Valley there is a large shaft and tunnel system used as part of the canal transport system and in addition, a small tunnel recently surveyed by the Club.

A description of Coalbrookdale in 1801 (published by the IGMT as Special Publication No.1) sums the situation up; a walk from the 'Coalhearth' includes, a pit 120ft. deep, a 'cylindrical arch of brick', an inclined plane, 'a huge subterraneous vault' several hundred yards in length to two deep pits, the New Pool, the mouth of a subterraneous vault 'formerly a colliery' (the Woodside Mine - covered in the last

issue?), and a place called "The Rock" with a large fossilised tree trunk. All this is very interesting and must have made a fascinating walk. Older residents of the Dale still remember workmen using punts to enter and maintain underground passages in the Dale but as to the actual locations these seem to allude them now.

Starting from the head of the Dale, the 'Coalhearth' or 'Cokehearth', there are the remains of a large man-made pool called the Upper Furnace Pool, possibly built in the 17th Century (see figure 1). South of this there are four more pools. Two of them; the Lower Furnace Pool (now backfilled), Upper Forge Pool (also backfilled) were in the grounds of the Company's works.

The Lower Furnace Pool was constructed about 1718 and the Upper Forge Pool was perhaps the largest in the system and oldest, possibly dating from the 16th century.

The other two pools are on the opposite side of the valley after the curve in the road. A collapse in the road here in 1976 appeared as a shaft, bricklined and full of water. Council engineers tried for nearly a week to pump the 'shaft' dry but came to the conclusion that it was part of the culvert system although it was seen to be about 70ft. deep with levels off at 25ft. and 45ft. depth. It was not 'filled' and a manhole cover now marks its site.

Near here the water flow is known to split one way to the Boring Mill Pool (the Mill Cottage is dated 1642) but this pool has now gone. The other split goes to the Lower Forge Pool (backfilled, but just before the present garage on the east side of the valley road). This pool probably dates from the 16th Century.

Between all these 'pools' are a series of culverts, open sections of water course and the occasional cascade. Seven culverts are known at present,

each, often of walking height, but as the Club found, very dangerous to enter due to the volume of water and obstructions.

Water supply has always been dependant on the weather so to overcome this horse-powered pumps were used from the earliest times to 'pump back' the water to the higher pools. According to Barrie Trinder (Ind. Rev. in Shropshire p161) the first application of the Newcomen engine in the Iron Trade was at Coalbrookdale where an engine was applied to pump back water over the wheels which supplied power to the ironworks. This was in 1743 and by 1755 eleven such engines were doing this work in Shropshire.

By about 1700 a 'New Pool' had been constructed to help in storing water, this was located in the Lightmoor Valley near the Woodside Mine and by the 1750's a steam engine was pumping back to a point near here. In 1781-2 this Newcomen engine was replaced by a very large Watt engine (66 inch diameter cylinder) called 'Resolution' - a cottage with this name and the nearby 'Engine Row' of houses still marks the general location. 'Resolution' was demolished about 1820.

By this time a sophisticated water return system was in use whereby a tunnel some ½ mile in length had been constructed from below the Upper Forge Pool, then presumably under Woodside to the base of the shaft 120ft. deep by the Resolution engine. The engine then lifted the water so that it could run back to the Upper Furnace Pool or the New Pool. Whether this was also by means of a tunnel (perhaps coming out of the 'Mouth of Level' shown on the Tithe Map (see last issue of 'Below') or channelled along the surface is not known. The shaft at Resolution engine and the entrance to the tunnels have not yet been located.

On the opposite side of the Lightmoor Valley to the Resolution, there was a Shaft-Tunnel system



Mines & Tunnels of the Ironbridge Gorge, 12: Water Tunnels and Culverts of the Coalbrookdale valley, by Ivor Brown

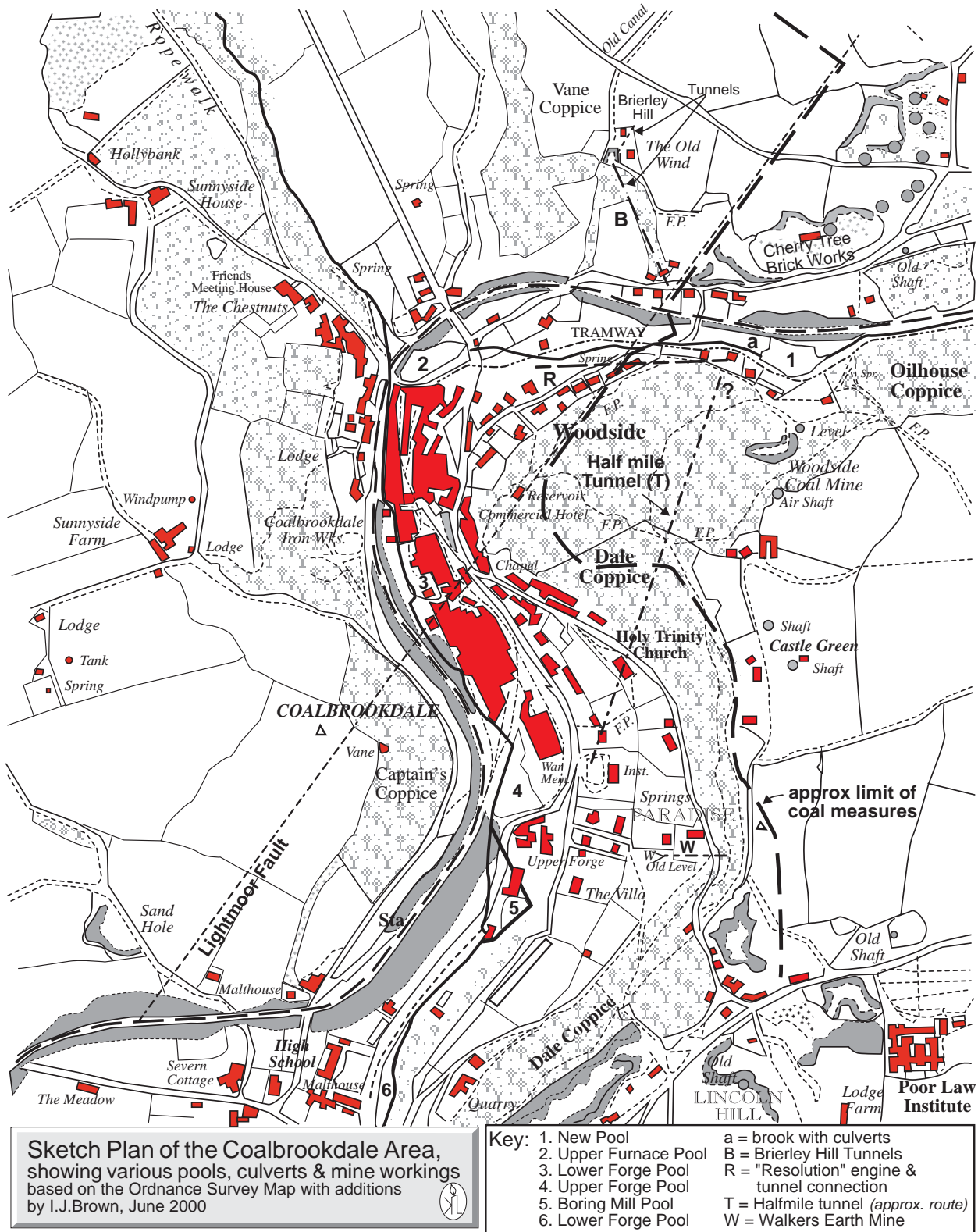
similar to that at the Tar Tunnel. This system has been investigated by the Club (see report in 'Below' 88.2 and 96.1) but as yet the tunnel entrance has not been positively located. The shaft positions are however known and near them another tunnel (built to

the same style as the 18th century Tar Tunnel) has been located, its original use however is unknown.

Both the Lightmoor and Loamhole Valleys contain numerous sough or drainage level entrances. The tunnels

in the Loamhole Dingle were investigated by Club Members in the 1960's, those visible were small, some only two-feet square, and could only be entered for a few yards due to falls and bad air. They seemed to be old and unlined. One noticeable

Figure 1:



Mines & Tunnels of the Ironbridge Gorge, 12: Water Tunnels and Culverts of the Coalbrookdale valley, by Ivor Brown

feature was that there had been much silting in the stream bed and water could be seen 'boiling up' from culverts buried beneath. The situation now must be worse as this site upstream has been used for the last 20 years as a tip for waste power station ash. *[If you walk up the Dingle today, most features have disappeared due to tipping, also the new Ironbridge Bypass embankment cuts across the top of the Dingle, Kelvin]*

The soughs up the Lightmoor Valley do not seem to have been so fully investigated possibly because the

earthworks associated with the railway would have covered them plus the effect of works associated with the tramroad, the New Pool and revegetation. The 'Spring' shown on the Ordnance Survey Maps in Oilhouse (or Spring) Coppice is either a mine entrance or part of the drainage system as previously explained.

There is also evidence of at least one Fullers Earth trial in the Coalbrookdale Valley, an adit about 60m long (see 'Below' 97.3) and there could be further workings in this valley and along the Loamhole Valley.

References

(in addition to those indicated in the text)

- Brierley Hill Canal shaft-tunnel system discovery, 'Below' 88.2
- Old Wind, Coalbrookdale, History and recent discoveries, 'Below' 96.1
- Coalbrookdale Drainage Culvert, 'Below' 91.1
- The Coalbrookdale Water System, IGMT leaflet nd.
- The Walkers Earth Mine, Coalbrookdale, 'Below' 97.3

Collapse in Broseley Woods

The Club were recently asked by the Severn Gorge Countryside Trust to investigate a collapse near a footpath in the woods on the Broseley side of the Ironbridge Gorge.

A small group of members visited the scene, along with the MineCam and found a narrow entrance collapse into what appears to be the out-bye end of an adit. The in-bye end of the level was blocked by a fall.

Although the level is not very long or deep the Club has since been asked to help in 'gating' the level - a bat was discovered in the tunnel during the Club investigations.



Kelvin

All the pictures are freeze frames from the I.A. Recordings Video Archive

Above: Alan Moseley and Neal Rushton taking measurements in the level, viewed from the entrance collapse, looking in-bye.

Below left: Alan Robinson negotiating the narrow entrance collapse.

Below right: Neal Rushton sketching the level layout during surveying.



Visits to Mining Sites in Scotland, May 2000

Four members visited the Edinburgh area in May 2000, the places visited included:

1. Longannet Colliery

A 6 mile long drift mine connecting 3 other accesses (one a shaft mine); Solsgirth, Castlehill and Bogside. Formerly, the latter mines produced 2 million tonnes per year from 2,800 men, now Longannet is the working mine and produces about 1 million tonnes from 500 miners and contractors.

The present face is accessed by a 1,200 yard 1:4 drift with manriders, then a walk of 1,500 yards at 1:6 on planks (wet mine!). The present face has a bidirectional shearer and is about 1,500ft. below the surface, coal is removed by high-speed conveyors. This is the last deep mine in Scotland.

2. Birkhill Fireclay Mine

Near Bo'ness, this is one of a number of mines that have been worked here, producing from a clay seam by pillar and stall with stalls 9ft. high and 9ft. wide. The roof is sandstone not coal as would be expected, but there are many tree fossils with coalified bark. The drift entrance is reached down 137 steps, there was an endless rope incline to raise the tubs of clay to the mill on the banks of the Avon River. The mine worked from 1932 to 1980 and opened as a Show Mine in 1980.

3. Dunbar Limestone Quarry

The limestone here consists of 2 beds about 12m thick in total, below thick sandstone and shale overburden. The limestone was formerly worked by underground mining but is now 'opencasted'. The working comprises travelling open cut with the soils and overburden being removed from the face and 'cast' to the back area from which the limestone has been taken. This limestone is used for cement making.

The 'casting' of the waste materials is done as follows: soils and subsoils taken round the cut by dump trucks,

filled with an hydraulic loader, the upper overburden loaded by a large rope shovel into a mobile hopper and crusher unit attached to a mobile transporter bridge (4 crawler tracked units in all). The lower overburden is removed by 'casting' using a 480 ton walking dragline.

The limestone is taken out, after filling, using hydraulic excavators, by means of dump trucks. The transporter bridge is the only one of its type in Britain and the 480 ton RB 380W Walking dragline (erected in 1980) is the only one on a limestone quarry in the UK.

4. Damside Opencast Coal Site

This was a deep opencast site with only 3 seams of high quality coal, up to 2 metres thick. It was worked in a conventional way, but was of particular interest since it had the last large walking dragline in Scotland - a Bucyrus-Erie 1260, built in 1980 and weighing 1,700 tonnes (at least one member climbed to the top of the 285ft. boom). The dragline is likely to be scrapped in 12 months time.

The site workings had recently uncovered a complete 1950's coalface with two large electric coal cutters, a Siskol heading machine, an electric drill, electric switch-gear, some wood tubs and assorted other pieces of metalwork. These were inspected.

Non-operational and other sites visited included:

1. Lady Victoria Colliery (now the Scottish Mining Museum)

Only the surface features around the two shafts have been made accessible to visitors. The colliery worked from 1890 to 1981 and employed over 2,000 men. The steam winder (a Grant-Ritchie of 1894) is now run by electricity. The pit top arrangements, the old washer and felspar wash boxes are more or less intact. A mock coalface has been built on the surface and two interpretation galleries have been established.

The museum is well laid out, but the threat of closure hangs over it due to financial problems (see note at the end of this article).

2. Preston Grange Mining Museum

This is situated about 5 miles from the main museum, but is another closed colliery site. The most important features surviving are a Cornish Pumping Engine (Harvey of Hayle, worked 1874 to 1954), the colliery power house (now containing mining artefacts), several collected boilers and headframes and a preserved brickworks.

3. Bo'ness

A preserved colliery atmospheric engine house with shaft alongside. No information is available, but it is believed to be '18th century'. Most unusual since it has the usual front and back arches, but also two arches in the sidewalls., said to be to accommodate a transverse horizontal boiler.

4. Summerlee, Coatbridge

An Ironbridge type open air museum with converted ironworks, canal, mock mine cottages and operating tramway. The mine is '19th century' with rebuilt Farme Mine atmospheric winding engine (worked 1810-1915), a wooden headframe and a shallow drift mine with simulated 'stoop and room' workings (*Scottish for 'Pillar and Stall'*). Guided tours are available. In the 'Ironworks' the large double cylinder horizontal winder from Cardowan Colliery (1924-1984) has been re-erected.

5. The 'Paraffin Trail'

This heritage centre now seems to have been replaced by a "Shale Oil Museum" at the Almond Valley centre at Livingston. This could not be visited as it was now under expansion, using a Lottery grant. No details available. Some massive red oilshale tips or 'bings' still survive and several are to be retained.



Visits to Mining Sites in Scotland, May 2000

6. Other sites

Members also found other sites of mining interest, one 'World of Electricity Discovery centre' at Longannet Power Station includes a "coal mining experience", but was not visited due to shortage of time. BP Grangemouth Oil Refinery also permits organised tours of their plant, but this was said to be 'very expensive'

Ivor Brown

Help Save Lady Victoria

Stuart Tomlins has written a letter to the Scottish Mining Museum who runs the Lady Victoria Colliery Museum, commending them on the museum and expressing concern about the closure threat that hangs over such a good mining museum.

If you would like to support Stuart in his efforts to keep the museum open, then you might like to consider sending an e-mail to them.

Due to a big response over the Salford Mining Museum closure, the Council there was forced to reconsider its proposals (although it didn't save the actual museum, the collections were safe guarded), perhaps this museum can also be saved too - because lets face it, we've virtually lost our working mines, so when the museums go too, what are we left with?

Send your e-mails to: enquiries@scottishminingmuseum.org

A Curious Tunnel Labyrinth

Club members continued their recent Broseley explorations with a tour, lead by Ivor Brown around a number of adits and tunnels in the woodlands along the Ironbridge Gorge.

One curious tunnel system which we were allowed to explore comprised a number of brick lined passageways in the grounds of a house. it is thought the tunnels were originally part of a fireclay/clay mine producing material for nearby brick and tile works.

Below: Ivor Brown, Alan Moseley & Neal Rushton surveying one of the passageways - **note** Mike Moores boots in the left-hand passage!

Right: Ivor Brown briefing Club members Alan Taylor, Neal Rushton & Mike Moore prior to entering the system.



All the pictures are freeze frames from the I.A.Recordings Video Archive



Right: Alan Robinson & Alan Taylor at one of the several junctions in the system.



Left: A tiled 'stopping' in one of the levels
Right: Neal taking measurements by some nice calcite formations



More Broseley Rambles Spring 2000

As mentioned on pages 11 and 13, earlier this year a number of Club members explored the woodlands around the Broseley side of the Ironbridge Gorge.

In the woodlands it is possible to find a number of mining remains - not necessarily obvious at the first glance! Some of those features are pictured here (*hopefully the photocopying has not made them too dark and grotty!*)

1. Mine Spout

This brick pillar with in-built water feature is the remains of the famous Broseley Mine Spout, a very wet adit - which gives its name to Spout Lane.

1



2. Magazine

This brick building is believed to be the remains of a magazine for one of the many mines that existed in this area. Mines in this area worked either coal, fireclay/clay or ironstone or a mixture of all three!

2



3. Air raid Adits

Near to the road on Ironbridge Bank are a number of adit entrances that formerly lead to clay or coal workings. They were driven after WWII and the entrances were made using the cut and cover technique with second-hand Anderson Shelters as the lining. Due to earth slippage, they are now distorted into some interesting shapes!

3



4 & 5 Ventilation Furnace

Buried in the undergrowth is the remains of this small ventilation furnace. The mines on the Broseley side of the valley were notorious for bad air - mainly CO₂, several fatalities have occurred when unsuspecting people have wandered into open adit entrances.

4



5



News Round-Up 2

Brian Tildesley has sent in this interesting poem by an **Ivor Brown** (not *our* Ivor Brown though) from a book entitled "English Place-Names" by H.G.Stokes (*Illustrated from Maps, Engravings and Photographs*), published by B.T.Batsford Ltd, Second revised edition 1949.

Our maps are music and our northern titles,
Like wind among the grass and heather, grieve.
Our maps are candid charts of desolation
And wear the Pennine weather on their sleeve.

There's Howl Moor, Wetshaw, Winterings and Gutters,
Mirk Fell and Dirty Pool and Hagworm Hill,
Fog Close, Cold Syke, Ravock, and Crokks Altar,
And Loups and Wham and Whaw and Rotten Gill.

Our maps are music and they sing the miners'
Old wrestle with the rocks for lead:
There's Old Gang, Windegg, Eskeleth, and Crackpot,
And Racca Vein, forsaken. They are dead.

Our maps are music they sing the farmers'
Long battle to wring fodder from the fell:
There's Stony Mea and Nettlepot and Sour Nook,
There's Pasture End and Halfpenny and Farewell.

Ivor Brown.
The Moorland Map

German Mining History Society

GAG as they are known have re-launched their web site so if you are interested in continental European mining heritage, this is a web site that is well worth a visit.

It has bilingual sections (so it is not all in german) and some of the articles are very interesting - my personal favourite is the item on Man-engines or Fahrkunste, by Thomas Krassmann, one of the leading figures in GAG.

For more information visit:

[http://www.untertage.com/
indexe.htm](http://www.untertage.com/indexe.htm)
- this is the english language index.

Their links page is also worth checking for a variety of interesting links to other European mining orientated web sites - some of the french sites dealing with mining lamps are very good.

Kelvin

Another Mining Museum Closes

The 'Sunderland Echo' on Friday, 2nd June reported that the **Washington F Pit Museum**, which used to open on bank holidays, has been closed to the public by Sunderland Council, which owns the building, and has taken over the responsibility for running it from **Tyne and Wear Museums Service**.

The closure is part of a cost-cutting exercise!

On Site

The site includes the headgear, winding engine house and a steam winding engine, built by **The Grange Iron Company** in 1888 and moved to its present location in 1903. At that time the engine was fitted with expansion gear for improved economy of working.

The engine is now powered by an electric motor for demonstration purposes.

The Copper & Lead Mines around the Manifold Valley

by Lindsey Porter & John Robey,
hardback 269pp, reprinted by
Landmark Publishing.

The book looks at these North Staffordshire mines abandoned over 100 years ago. The same modern approach has been used here as in 'Lead Mining in the Peak District' (*see page 17*), except only one colour photo is used on the cover, it is well produced and contains a lot more information than the original book. Black and white photos are used throughout to good effect

Prehistoric hammers and an antler pick have been found on the Ecton Hill site which in its heyday was a fabulously rich enterprise.

The book is intended as a collectors item and will be sought after in years to come. At £19.95 it is good value for a book of this quality. (Incidentally I still have 3 copies of the original produced in 1972 available at £7.95)

Mike Moore

Hidden Earth 2000

The National Caving Conference and Exhibition will be held at Bristol University Union Building, Queens Road, Clifton on the 15th to 17th September 2000.

This is probably the most popular venue for this conference so it is bound to be well attended. There is loads of space both for Club and commercial stands (contact Graham Price, e-mail: graham.price@ukonline.co.uk)

If you are interested in taking part in the conference then contact:

David Judson
Hurst barn
Castlemorton
Malvern
Worcs. WR13 6LS

e-mail: judson@tesco.net



Videos and Accomodation

Peak District

Camping Barn - The Old Reckoning House

We are currently renovating an old barn formally a pay office for lead miners working on Mandale Mine.

The barn (Map ref: SK 184666) is situated in the Peak District National Park between the villages of Over Haddon and Monyash, on the edge of Lathkill Dale near The Limestone Way.

The barn is two storey, with sleeping accommodation for twelve people in two separate rooms upstairs. There are two rooms downstairs providing a cooking area and refectory. There is a flush toilet and wash basin (cold water) within the building. Electric light is provided.

Tariff

£4.25 per person per night
Sole use £51.00 per night

Only Group bookings taken at weekends (minimum in group 6 persons)

Take away breakfasts and packed lunches are available from the farmhouse, these must be ordered in advance. Basic provisions can also be provided.

We are a small upland farm with a sheep flock of 200 and around 40 beef cattle. We also have a small campsite with basic facilities - flush

toilets and washbasins (cold water only) Tariff £1.25 per person per night.

Bed and breakfast is provided in the farmhouse in one twin and two double rooms. They all have en-suite facilities and prices range from £19 - £22 per person per night based on two people sharing.

Contact

Rachel Finney, Mandale Farm,
Haddon Grove, Bakewell,
Derbyshire
DE45 1JF Telephone 01629 812416
E.mail rachel.finney@virgin.net

The following item appeared in the April 2000 issue of Mining Magazine and concerns equipment from Milldam Flourspar Mine, Derbyshire:

For Sale GLEBE MINES LIMITED

Cavendish Mill, Stoney Middleton, Hope valley, Derbyshire S32 4TH
Tel: 01433 630966 Fax: 01433 631826

Due to rationalisation and operating one of our mines on a care and maintenance basis, the following items are surplus to our requirement and are now for sale:

- ◆ 2x Toro 200D Scoop-trams c/w 2m³ bucket. 6 cyl. Deutz air cooled - circa 1985
- ◆ 2 x DUX DT-10 (10 Tonnes) dump trucks. Deutz powered with Clarke transmission - circa 1991
- ◆ CTX-4 Scoop-tram c/w 2m³ bucket, 6 cyl Deutz air cooled, remote control or manual - circa 1991
- ◆ Secoma Mercury 14 Drill Rig c/w electric power pack and hydraulic cable reeler, twin steer axles - circa 1992
- ◆ Wagner Scoop-tram c/w 0.5m³ bucket, narrow gauge machine, 4 cyl air cooled Deutz - circa 1982
- ◆ Webster roadway face Cutter, track machine, c/w electric power pack - circa 1981
- ◆ 8-seater Wallace Manrider - circa 1997
- ◆ Roadway Grader c/w 2.5m scraper blade - circa 1983
- ◆ Eimco 922 Scoop-tram c/w 2m³ bucket. 6 cyl air cooled Deutz, Clarke transmission - circa 1987

These items may be inspected at Cavendish Mill by prior arrangement only. Interested parties may contact either Mr. N.A.Bettney or Mr. C.J.White regarding the above equipment.

Gaping Gill Video

For those who have not yet read the review in the latest "Descent" the Gaping Gill Video that was shot by Sid Perou and his team to mark the centenary of Martel's first descent into the Gaping Gill Main Chamber has now been released.

There is no point waiting for it to appear on the telly to copy it (as if!), as Sid does not have any plans for a broadcast showing.

If you want to purchase a copy they are on sale from Sid Perou at £13.50 (which includes postage, packing and VAT).

Sid's address is:

**8 West Lane, Embsay,
Skipton
North Yorkshire BD23 6QE**

You can e-mail him at:

sid@perou.freeserve.co.uk

Telephone: **01756 794847**

Sid is planning to release more videos soon, so watch this space!



Books, Videos and Events

The Wigan Coalfield

Compiled by Alan Davies with Len Hudson, Price: £9.95 inc P&P
ISBN: 0 7524 1724 X

Through documents, the Wigan area can trace its coal mining activities as far back as 650 years, and for a brief spell in the late nineteenth century Wigan itself was proudly known as 'Coalopolis'.

Mining machinery such as ventilation fans, winding engines, air compressors, pumps and haulage engines were manufactured around Wigan, the products of Worsley Mesnes Ironworks, Woods & Sons or Walker Brothers.

The closure of the Bickershaw, Golborne and Parsonage mining complex in 1992, however, brought an end to the Wigan coalfield's great era.

Over 700 million tons of coal have been produced in the Wigan coalfield over the last 600 years, while a similar amount still lies below the ground. The recent ill-advised rush to wipe out all traces of the British coal industry has temporarily closed the mines of the Wigan area, and sadly thousands of men with the specialist skills peculiar to the industry have found themselves without a career.

The photographs in this compilation have been carefully selected from the collections of the Lancashire Mining Museum, Wigan Heritage Centre and the Donald Anderson/Tony France Archive. It is a book that will provide an intriguing insight into the lives and working conditions of Wigan area miners and is a testament to the region and its proud coal mining legacy.

Available from Mike Moore,
Mining and Caving Bookseller

www.moorebooks.co.uk

e-mail:

Mike@moorebooks.co.uk

A History of the Gypsum & Anhydrite Mining in Cumbria

Price: £15.99, by Ian Tyler. Blue Rock Publications, soft back, 285 pages, 125 pictures & illustrations.

From the little "pits and puddles" of the early alabaster workings in the lovely vale of Eden in the east of Cumbria, sprang one of the largest and most important industries in the world, British Gypsum. Ian Tyler recounts the history of the industry in this, his sixth book.



Mining Videos

all available from the Club at a discount,
see Alan Robinson



If you are interested in doing a bit of armchair mine exploration the following videos, produced by I.A.Recordings with help from Club members, may be of interest to you.

A Tour of Clive Copper Mine, £14.95

A comprehensive guided tour of Clive, with Edwin Thorpe acting the 'experienced' expert and Kelvin Lake the 'novice'. The tour covers both the upper and lower levels, plus the Northern stope (the access to which is now a bit dodgy).

Clive Rescue Practice, £9.95

An action packed 'head banging' record of a Club rescue practice, featuring the 'infamous' maypole winze traverse!

Snailbeach, £14.95

The rise and fall of Snailbeach, once renowned as the "richest per acre of ground in Europe", is traced in this production through the use of historic photographs, animated plans and sections, and unique underground video footage.

Glengowla, £6.58

A tour around this amazing mineral rich lead mine in Ireland, complete with commentary and diagrams.

[12 mins.]

Lead Mining in the Peak District.

Edited by T D Ford & J H Rieuwerts, paperback 207pp, from Landmark Publishing.

A new modern style has been used in the re-print of this book. For the first time in a mining publication there are a lots of colour photos of existing underground features and the explorers. Paul Deakin's skills as photographer have been used to the full extent. At £9.95 the book is *very good* value for money.

Mike Moore

Collections from the Archives

The following tapes contain almost all the footage recorded at the given mine, and are intended as a resource base, not a finished production:

C.15:Dudley Tunnel '88 to '89,£14.10

C.18:Donisthorpe Colliery, £11.75

C.20a:Snailbeach - Final Frontier, £9.87

C.23: Bagworth Colliery, £11.75

C.28: Morse's Level, £9.87

C.29: **SCMC in Cornwall**, £16.45

C.32: **SCMC in Ireland**, £14.10

C.37: Dudley Tunnel - Wrens Nest East Mine, a rare trip into the workings during stabilisation works.£9.87

C.41: Hem Heath Winders, £9.87

C.42 **The SCMC at Onslow Park** - a record of the 1998 Club and Trust display. £ 9.87

C.45 Twelve Mines of Ireland - made for the first AGM of the MHSI it contains excerpts of C.32 with *added commentary*. £11.75

C.46 Astley Green Colliery - shot during the 1999 engine rally at the Museum site (including views of the huge winding engine) £9.87

C.48 Draglines - features the moving of "Oddball" at St.Aidans Opencast site, plus bigger draglines at work in the North East of England. £14.10

For more details about videos contact:

I.A.Recordings, PO Box 476, Telford, TF8 7RH

e-mail: info@iarecordings.org or visit their web site at:

<http://www.iarecordings.org/>



Club Officers

President: Alan Taylor

Training Officer:
Steve Holding

Chairman: Neal Rushton

First Aid Officer:
Alan Moseley

Vice Chair: Tom West

Conservation Officer:
Nick Southwick

Bat Officer: Mike Worsfold

Secretary: John Priest
scmc.secretary@factree.org.uk

Assistant Secretary:
Eileen Bowen

Treasurer: Bob Taylor

Rescue Officer:
Role undertaken by the Rescue Wardens: Neal Rushton, Steve Holding, Alan Robinson, Andy Yapp

Tackle Officer: Andy Harris

'Below' Editor: Kelvin Lake
e-mail: scmc@factree.org.uk

Diary Dates

For organised Club trips please refer to the Monthly Meets lists.

14th-18th July: INTERNational NAMHO 2000, hosted by Carn Brea Mining Society and Cambourne School of Mines, based in Turo.

19th-29th August: Craven Pothole Club Winch Meet, Gaping Gill

27th August: Columns Open Day, Ogof Flynnon Ddu.

13th-16th Sept.: International Mining History Congress, Milos Island, Greece

15-17th Sept.: Hidden Earth 2000, BCRA National Caving Conference, Britsol Student Union Building. Web site:

www.bcra.org.uk/hidden-earth/

23rd - 24th Sept.: Cave Radio & Electronics Group Field Meeting, in conjunction with West Cornwall Mines Rescue Group - radio tests will be carried out on penetration through metal-bearing granite.

15th - 17th Nov.: International Conference on Cave Lighting, Budapest - from prehistoric man to modern cavers + caving trips. Contact e-mail: mkbt@matav.hu

