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**AN ACCOUNT OF THE NORTHERN MINE RESEARCH SOCIETY  
EXPLORATION AT SUNSIDE, COLD STONES HILL, PATELEY BRIDGE**

A. Finch

Investigations began on the Sunside area of Coldstones in September 1977 to find access to the vein complex at the southern extremities of the Cockhill and Gillfield Mines and hopefully to the engine sump on Sun Vein which was abandoned in 1839 after the chimney shaft collapsed. Two shafts were open; Newboulds on Sir Thomas Vein which was open to 80' and choked with rubbish, and an unnamed shaft on Banks Vein which for convenience was called Banks Shaft. This was sunk on Sun side at N.G.R. SE 118635 and 1300' OD; at present it is choked with debris at a depth of 240'. The top 170' is stoned lined which was at one time supported by timbers, these have long since rotted away leaving the lining in a potentially dangerous condition. Access to the workings is now by an east crosscut at 224' leading to a 60' climb down through a stope hading at approximately 30° to the adit at Banks Vein.

Going North West from the shaft the level is heavily contaminated with mud flowing from the gulf (indicated on section) which gets deeper and deeper towards the blockage indicated on the plan; at this point the level is stone lined part of which has collapsed letting in mud and filling the level to within 2' of the roof. There is a way on beyond but it is low and wet and was not explored further. Southwest the level which is not lined has fallen in.

The absence of running water in the level and the presence of a dry 15' sump in the N.W. section indicate that local drainage is now via the Gillfield and Eagle Levels. There are sections of standing water in the level which fluctuate according to the weather, there were no noticeable air currents. Minerals present in Banks Vein were Calcite, flourspar, galena, clay and minute traces of copper.

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