

Annual General Meeting

This was again held in the Scout Hut at Skipton, 29 members being in attendance. The minutes for the 1976 A.G.M. and the last two Working Committee meetings were read and accepted. The retiring officers then gave their reports - copies of which are as follows:-

Treasurer. Jennifer wishes to thank all those members who sent her wishes for a speedy recovery. The rest of her report is contained in the attached balance sheet. One point of note from this is that the embarrassing profit made on the Dinner was entirely unforeseen until about 3 days after the event, the reason being that Harefield Hall gave us a reduction because of numbers.

The Committee wish to apologise to Jennifer and to members for Meets cards not being sent out as soon as membership fees were paid. In explanation, the appeal for meet venues and leaders was omitted from the August newsletter and as this was not corrected before November's newsletter this resulted in a 3 month delay. It had been planned to be superefficient and have them ready for 1st December. However.....

Secretary. First of all I would like to take this opportunity to thank members, particularly committee members, for their help over the last year, as a fairly new member myself I could not have managed without it.

Over the year I have replied to many enquiries about the Society and I am pleased to note that membership is on the increase.

I don't think, or at least I hope, that not too many errors have occurred during the year, the main one I can bring to mind is concerning meets for '77, however by now all members should have received their membership card.

The working committee minutes book is now completed and after this meeting will be put in the library with any others.

L. Finch.

Editor. This last year has been one of change for the Society publications since we have, for various reasons, been unable to produce the Memoirs and Monographs by the old methods. This has been necessary since the amount of trouble which would be caused by printing the work at Skipton would be considerable. We have been very fortunate in finding a company who are prepared to print and bind our publications at a rate which is very favourable - indeed comparable - to previous methods used. Teething troubles were the cause of the delay in producing British Mining No 2, but now the firm concerned (and myself) has had some experience in the production of our work, rapid and well produced publications can now be expected, I hope!

I am pleased to relate that the new title of our publications has resulted in a very good response to pleas for material. It would seem that members were reluctant to submit material on more distant areas but now we have made it plain that we will consider all fields of metal mining and coal mining as well, manuscripts have been flowing in at a rate which, if continued, is rather embarrassing. However, this is as it should be and allows us to prepare a programme well in advance to the ultimate benefit of our printer whose low costs are primarily dictated by being able to have sufficient time to fit in the work amongst his

other, more pressing demands. Moreover, this attitude of expansion gives us further areas in which we can sell our material so that a steady inflow of money is available to finance future efforts.

Concerning finance, our publications account has been made considerably more viable due mainly to the kind donations of Dr. Arthur Radstrick, principally his donation of royalties from his Volume II of the Lead Industry of Wensleydale and Swaledale. This money has enabled me to produce two publications in 1976 and a further two are planned for the current year. Our expansive activities will hopefully generate its own rewards enabling this trend to be continued, in spite of rising paper and printing costs.

This year will see a further change in our publications as it has been decided to change over to the larger A4 size of format. This is a cost saving move to take full advantage of the printing plate size. I will be very interested to hear any comments and criticisms relating to our published work.

Members will be interested to hear that there is a Monograph in press at the moment dealing with the mines of Anglesay and Caernarvonshire and written by Mr. Foster-Smith. Further material on the stocks include a Monograph on the history of the lead mines of Conlig and Whitespot in Northern Ireland by Mr. A. Woodrow; also a short dissertation on the Phoenix and Carnion mining area of Cornwall together with material on mineral exploration on Dartmoor, the Greenhow chimney shaft dig, Pates Knowes smelter at Wanlockhead to name but a few manuscripts in hand, all of which adds up to a very interesting and worthwhile programme.

Postage continues to be a very expensive item in our budget and, if the press is to be believed, will probably continue to increase in the near future. Comparison with last years figures as against say those of two years ago, bear this fact out all too well. We have made a few moves to reduce the postage costs such as indicating on our invoices to subscribers and others that we cannot continue to send out receipts unless a stamped self addressed envelope is forwarded with payment. Moreover, in the future members' newsletters will be included with any imminent publications so that by sending the two under the same cover, we take advantage of postal charges incurred on the larger envelope which frequently fall just above the next lower weight range. Members will perhaps bear with us if newsletters are later than expected for this reason.

It is intended that where a Monograph deals with a specific area - Cornwall for example - gratis review copies will be sent to those societies operating within that area. The cost of a couple of copies to our Society in such cases is felt justified as is exemplified by a review copy sent to PMSHS on the Bay Mine. This it would seem, has produced, if not great extra sales, much interest in joining our Society. Like all publicity, the response to such things is always difficult to judge but from the above it would seem justified to continue with this policy.

Last but not least, I should like to offer my sincere thanks to various committee members who have given me every help and encouragement with my first year as editor. Particularly, I would like to record my thanks to Bob Carthrie for his after sales operations and also to Harry Houghton and his wife Sue for always answering the telephone kindly when I have found it necessary to have their guidance and more particularly their kindness in taking from me the very time consuming task of dispatching publications. Unless one has ever had to do this latter job it is not appreciated just how much work is involved in gumming and stamping 200 or so envelopes.

On a final note I would mention my thanks to all those members who have taken the time and trouble in preparing manuscripts for our publications, without whom

those publications would not have been possible.

R.H. Bird.

P.R.O. The PRO's total expenses claimed for 1976 are £27.89. Out of this amount £21.47 was spent on postage for the March, May and August Newsletters - the November Newsletter postage coming from the Publications Account (the BM3 and the Newsletter being posted together).

The minimum true cost of the 4 Newsletters sent out this year should have been as follows:-

March	£13.38
May	£14.68
August	£14.52
November	£17.22
Total	£59.80

As stated this is the minimum cost because the paper was bought 2 years ago and no adjustment has been made for inflation. Most other items such as envelopes, stencils etc., have been donated!! by various firms - to whom we extend our thanks. The only real cost has been the postage.

I would like to thank all who have helped to run the PRO office, in particular Mike Gill for duplicating the Newsletters and Sue for acting as general dogbody cum unofficial assistant PRO. I would also like to thank all the contributors of articles and information for the newsletter - keep them coming - the more we get the better the newsletter.

One plea for help, if you could undertake to distribute Newsletter/Publications etc., to at least one other member this can sometimes save us £'s in postage. Also if you've any criticism or comments or even praise, let us know and we will do our best to rectify the same.

H. Houghton.

Librarian. Over the last few months the library has been regularly used by members and new members are showing an interest in it. We have an arrangement with PDMHS to exchange publications and I am continuing to receive the Plymouth Mineral and Mining Club journals from Russell Bayles. I also have promised further journals in the series 'The science and art of Mining' from the 1890's.

The two old books by Harold Bruff, 'Character sketches of old lead miners' and 'Till an' T'oads uns upuv Greenho' have been rebound and are in the library, although not available for general loan due to their age and value.

A.P. Finch.

Recorder. Little use of Records. Mr. D. Dick has deposited copies of accounts of the Chayter Mines, Swaledale from the Hereford Records Office. J. McNeil has deposited survey notes of the West Stonesdale Engine Shaft. Chimney Shaft Report forwarded to Nidd Estates and a note of thanks received.

M.C. Gill.

Mike Gill was presented with the President's Plaque, in acknowledgement of which he submitted his report:-

1976 started with a near complete change of Officers from '75. However, bearing in mind the remarks on communications at the '76 AGM, we set to work and with a few teething troubles have had a most successful year.

1976 has seen a landmark in Society publications, the newly originated British Mining Series printed with a resulting increase in standards.

Society membership has and seems likely to continue growing at a pace with resulting pressures on our voluntary officers. Which leaves me to thank all Officers for their dedication and hard work and ask for their continued support for Ken in 1977.

M.C. Gill.

Election of Officers.

President	Mr.K. Walls, 33 Gledhow Avenue, Roundhay, Leeds LS8 1LD. Tel Leeds 666208.
Vice President	Mrs.J. Guthrie, 186 Station Road, Billingham, TS23 2RT. Tel M'boro 554437.
Junior Vice President	Mr.J.H.McNeil, 12 Woodville Road, Brierfield, Nelson,Lancs. BB9 5RW. Tel 0282 63297.
Treasurer	Mrs.J. Griffin, 19 Westfield Terrace, Baildon, Shipley. BD17 5EY
Secretary	Mrs. L Finch, 10 Exeter Crescent, Killinghall, Harrogate.
Editor	Mr.R.H. Bird, 41 Windsor Walk, South Anston, Sheffield, S31 7EL. Tel 090 978 3229
PRO	Mr.H. Houghton, 29 Parkside Road, Meanwood, Leeds LS6 4LY. Tel Leeds 758505.
Librarian	Mr.A.P. Finch, 10 Exeter Crescent, Killinghall, Harrogate.
Recorder	Mr. M.C. Gill, 38 Main Street, Sutton, Keighley. BD20 7ED.

Any Other Business.

Report from Northern Recorder - Scraithole Mine. After years of endeavour over many weekends the main Horse Level has been pushed beyond the Dod Level. Some more interesting flats and workings have been revealed. It is now possible for wrigglers and energetic climbers to enter the portal in Northumberland and explore the Gudhamgill complex in Cumberland.

Allenheads (Beaumont Mine). Our good relationship with British Steel Ore Division means that we are still being asked to help in the old workings. On 21st 1977, three Northern members laddered Collingwoods Sump in the hope of going into Marks Level. Between 11' to 15' of heavy rubble blocked the 4' shaft after a 41' descent. This was unfortunate as it was intended to put a submersible pump into the level. Clearing the 2cwt. blocks, timber and debris in such a narrow shaft creates safety problems.

Publications. The following publications are still available and can be obtained at the address below:-

Vol 2 No 2.	at £0.70. Post free
Vol 2 No 3.	at £0.70. "
Vol 2 No 4.	at £1.00 "
Occ. Pub. No.7	How many years of Flintshire at £1.00. Post free
British Mining No 2.	at £1.40 Post free
"	No 3. at £1.35 "

Also 4 copies of Vol 1 The Mines. The Lead Industry of Swaledale and Wensleydale by Arthur Raistrick are still available at £2.45 postage extra.

R.G. Guthrie, 186 Station Road, Billingham. TS23 2RT.

Meeting Due to an increase in the fee to hire the Dump, the Society is looking for new premises, any change will be reported in a future newsletter.

FORTHCOMING EVENTS.

Working Committee Meetings. These are held on the 1st Friday of the month at the following addresses, starting at 8-30pm.

March 4 - Harry Houghton, 29 Parkside Road, Meanwood, Leeds 6.
April 1 - Mike Gill, 38 Main Street, Sutton, Keighley.
May 6 - Ken Walls, 33 Gledhow Avenue, Roundhay, Leeds 8.
June ? - to be decided in view of clash with Spring Bank Holiday. Details later.
July 1 - Adrian & Linda Finch, 10 Exeter Crescent, Killinghall, Harrogate.
Aug 5 - Jennifer Griffin, 19 Westfield Terrace, Baildon, Shipley.
Sept ? - Details later in view of General Meeting to be held on Sunday 4th Sept.
Oct 7 - Harry Houghton, 29 Parkside Road, Meanwood, Leeds 6.
Nov 4 - Mike Gill, 38 Main Street, Sutton, Keighley.
Dec 2 - Ken Walls, 33 Gledhow Avenue, Roundhay, Leeds 8.
Jan 6 - Adrian & Linda Finch, 10 Exeter Crescent, Killinghall, Harrogate.
Feb 3 - Jennifer Griffin, 19 Westfield Terrace, Baildon, Shipley.

Members are reminded that they are encouraged to come to these committee meetings, attendance not being restricted to Officers.

Pikedaw Mine, Malham. 20th March, 1977. Meet Leader Ray Walls.

Please meet at Malham Car Park at 10-30am NOT at the Mine. This will help to avoid any trouble with the landowner.

Meets for 1978. Would members wishing to arrange Meets for 1978 please contact our Secretary Linda Finch 10 Exeter Crescent, Killinghall, Harrogate as soon as poss.

For Sale Car Stickers and metal lapel badges are still available. The more inflation rises the greater a bargain they become - get yours now and beat the rush. Prices - Car Stickers 40p collected, 50p posted. Badges 35p collected, 45p posted. Obtainable from Linda Finch, 10 Exeter Crescent, Killinghall, Harrogate.

Further to Accident at Wheel Agar (British Mining No 3)

The men were insured under the Employers' Liability Insurance Company Policy, and £50 was paid to each man's dependant. The Western Morning News (quoted by the Mining Journal) suggested that a fund might be set up; the accident caused an immense sensation, nothing like it having occurred in Cornwall for years. At the end of September one of the agents, Captain Ralph Daniel, was fined £2 with 20s. costs, a court having found that the accident had been caused by his negligence in using a substitute capstan rope for the cage rope, and for having no indicator. A year later, with over £500 in the mine's 'Club Account', two widows of the men killed in the disaster were granted 10s. per week for six years. In one case this was supplemented by Lady Robartes at the rate of 10s. per month. (Lady Robartes was the wife of the mine's mineral lord).

Justin Brooke.

1819 Mine Engine Found - Extract from the Guardian 3.3.76

The discovery of a 157 year old water-pressure engine 400ft deep in an old Derbyshire leadmine has been claimed as one of the greatest industrial finds of

this century. The engine was traced by 2 members of the Staffordshire Mining Club exploring the area of Winster near Matlock. Now talks are taking place between the Peak District Mines Historical Society and the Science Museum to see if it will be possible to bring the massive structure to the surface.... "The engine appears to have been made in 1819 and was moved to its present location about 1840"... It works rather like a steam engine except that it uses a column of water brought down a falling main; in this case, a passage about 40ft above it.

News from Wanlockhead. Bill Harvey.

The Museum Trust have had a very successful Summer season. The Museum Cottage (see report in August N/L) attracted several thousand visitors, and a great deal of work has been got through towards the establishment of an Open Air Museum.

The use of labour financed by the Government's Job Creation Scheme not only enabled the clearing of the site of the Pates Knowes Smelter to be completed, but has allowed a big programme of conservation on this and other sites to be put in hand. Experience at the Bay Mine demonstrated how the excavation of one ruin can lead to the creation of another as weather takes its toll of old mortar. Work at Pates Knowes was then accompanied by the re-laying and pointing of old stonework. Such work would almost have been beyond reach without the use of the J.C.S. labour.

On the whole, the quality of the men supplied through the local Labour Exchange has been very good. There had to be some weeding out at first, and we lost the services of a good mason when he had a brush with the law, but all have taken to rather unusual tasks. We were particularly fortunate in finding a very good charge hand, George McMurdo, and the continuing success of the enterprise has been largely due to him.

Finds at Pates Knowes included a section of the old wooden waterwheel, and part of a wrought iron chain and bucket ore elevator. The wheel is probably the remains of the 20ft wheel noted by Smeaton when he visited Wanlockhead in 1780, but the elevator is a bit of a puzzle. It is known from documentary evidence that the smelt mill was closed in 1843 and the hearths etc. moved to a new site down the glen, but what evidence we have of ore elevators suggests they were not used until much later. This then seems another example of conflict between documentary and archaeological evidence, and it may be that some work at Pates Knowes in fact continued until late in the 19th century.

There was no Summer School this year, but a party began an excavation of the horse gin site by the Straitsteps Water Engine. This seemed to point to the pillar bearing being off the centre of the horse walk, and offered the only eccentric horse gin in the country! However a re-appraisal found all in their proper places, and the present J.C.S. squad are now landscaping the site.

Following news of the rather restricted activities to open an adit at Leadhills (see August N/L) it was decided to open the Loch Well adit in Wanlockhead and make it available to visitors to the Museum complex. The J.C.S. squad included a couple of unemployed miners, and they have timbered the adit portal. However, problems with insurance meant they could not drive into the old mine, and this work has been left to the Spring. Any assistance by N.M.R.S. members will be very welcome.

Current work includes repairs and conservation at the Bay Mine site, and the re-building of the Whytes Cleuch wheelpit. Plans to lay out a walk connecting the various sites are in hand, and we hope the Department of Architecture of Edinburgh University will take on the design of the visitor centre for Pates Knowes as a

student project.

N.B.

A weeks activity-holiday at Wanlockhead is planned for the last week in July or the first week of August, 1977. This will use the Larkhall Academy Outdoor Centre for accomodation, and it is hoped wives and children will come along too. The courses will be oriented to practical work in Industrial Archaeology, Photography, Mineralogy, Textile crafts, etc., and there will be pony trekking and sight seeing. Plans are still being finalised, but anyone interested should get in touch with Godfrey Downs-Rose, 36 Burton Road, Ashby-de-la-Zouch.

The following cutting from Mining Journal, sometime in November, has been received from John Hunter at present residing in the Republic of South Africa:-

"U.K.TUNGSTEN MINING?

Amalgamated Industrials (AI) has been granted a one year option to evaluate the feasibility of reopening the Carrock Fell tungsten mine in Cumbria, in northern England. The option was given by Weco Development, of the U.S., which has a 70% interest in the mine. Should the mine be reopened, AI will gain a 50% interest, leaving Weco with 31.5%. The U.K.'s Robertson Research International is to provide technical and management services for AI."

I'm also sure that he won't mind me quoting part of his accompanying letter:-
" I remember going on a meet at this mine not long after I had joined the Society, probably about 7 years ago. I think the mine had been disused since WWII then.

The next time I visited the mine was during some student fieldwork in the area about 4-5 years ago. At that time WECO (Worldwide Energy Corp) had optioned the property, built a mill and begun extraction after 18 months of development and construction. I gather they had only been mining for 6 weeks when they packed up and left. I got underground courtesy of R.S.M. who were also busy with fieldwork in the Carrock Fell area. They had a clause in the option contract that allowed them continuous use of the mine for student surveying exercises.

The third time I went underground there was during some post-grad. fieldwork 3 years ago, when we spent 5 days doing an underground surveying and geological mapping exercise. Seeing that the mine and mill had just been abandoned completely, we were also able to tour the mill and follow the process flow sheet. In fact all the jigs, classifiers and shaking tables had just been shut down in mid operation and were still full of crushed ore.".....

The following extract from the Daily Telegraph of 27/8/76 has just been received:-
"YOUTH KILLED IN ROCK FALL

A rock fall trapped and killed a 26 year old youth in a disused lead mine at Matlock Bath, Derbyshire, last night.

The youth, from Wolverhampton, was with a party collecting rock samples from the area.

He was more than 100 yards inside the mouth of the mine on the hillside above the town when the boulder fell. It is understood he was tapping the shaft face for samples."

(Should some of our members take note?).

Even further to..... Mine Names

Virtuous Lady Mine: Mrs Oxenford tells me that the source of her information that the mine was named after Queen Elizabeth I was the late R.W. Toll, of Bere Alston. However:

(a) The earliest reference to the working of the mine is 1724, according to A.K. Hamilton Jenkin: The Mines of Devon Part I, 1874, p. 47.

(b) James Crofts, a London sharebroker, in the Mining Journal for 9.1.1858 p. 19 column 1 bottom, states that Queen Anne was the monarch after whom the mine was named. (She ruled from 1702 to 1714).

The story about copper from the mine being used on Sir Francis Drake's ship and on those of Sir John Hawkins can also be called into question. Haydn's Dictionary of Dates, 14th edition (1873, p 179) states that copper mines were discovered in England in 1561 (and I think they are likely to have been the ones near Keswick in Cumberland, about which there was so much trouble), and that sheathing on vessels was first applied to the bottom of H.M.S. Alarm at Woolwich in 1761.

Caradon: This mine could well have been named after Caractacus, but I think Craddock Moor has a better claim, as noted by Spargo in The Mines of Cornwall, Devon (1865 p. 143).

Wheal Kitty, St. Agnes, is claimed to be named after the maternal grandmother of W.J. Richards (born 1888), in 1964 (Feb.) living in Croydon. The mine was opened about 1834; Luke Stephens, father of Kitty, left St. Agnes for Wales about 1850. I have never heard any other claim over the naming of this mine; but, like many other stories about mine names, I think this one is likely to be traditional rather than proved definitely.

Justin Brooke.

A visit to Bettshanger Colliery. Bill Mallett

The phone rang and my son in law's voice said, "Do you want to visit a coal mine? Now I have been trying for over two years to get into a coal mine, so the answer was a big Yes.

The trip was arranged by Kent County Ambulance Department and the N.C.B. At 8-30am twenty of us presented ourselves at Bettshanger colliery (Kent). We were met by two training deputies who were to be our guides.

First they told us a bit about the mine. The two shafts are 2,300 feet deep but at present coal is being got at 1,900 feet, but more about that later. The accent here and I believe at all coal mines is safety. We were given instructions in the use of a self rescuer - a device which absorbs Carbon Monoxide and converts it to Carbon Dioxide. It takes the form of a small respirator contained in a steel case which fits on your belt and its duration is about one hour. Carbon Monoxide is the deadly gas produced by an explosion or fire underground. Everyone going underground must carry one of these. We looked at posters which said, "No ride on conveyors", "Keep long hair out of machines", "No matches or tobacco underground" etc.

Then we were issued with a locker key and two brass tallies and taken to the locker room, where we stripped off and put on our overalls. From here to the room where we received a lamp, helmet, belt and self rescuer. We were then taken

two shafts - No 1 downcast which takes air into the pit and No 2 upcast which is all enclosed at the top and has a level off at 50 feet into the fan room. Air is drawn up after going round the workings.

We went into the building at the shaft top and saw the "Merry-go round" which takes loaded mine cars, tips the coal out and lines them up ready to go down again. We handed in one brass tally, this is so that an accurate check may be kept at all times of people underground.

Then it was our turn to go down. The banksman opened the cage and we filed in. The cage has two decks, not high enough to stand upright, no seats to sit on and rails on the floor. By looking through the cracks in the floor we could see lights 1,900 feet below. We were shut in, bells rang and we were off. The ride was very smooth, much better than many lifts that I have ridden in. Winding speed for men, we were told later, is 35 feet per second and coal 45 feet per second.

When we arrived at the 1,900 feet level the banksman opened the cage and we could stand up and look around. I was surprised to find how much space there was. We had a look at the Dependent Offices, First-aid posts, morphia safes, and the system of air locks which divert the air round the workings.

Now came our first bad news, the Paddy (underground train) was not available, so we had to walk about half a mile along a roadway. Roadways are about 14 feet wide and high with steel ring girders packed with wood. Train lines, single track, along one side with a wire haulage rope between, and the return rope along the other side of the road. Everything seemed very wide and roomy. Along the left side was a 12 inch gully taking drainage water to the shaft bottom for pumping. The main roadways near the shaft are lit by overhead fluorescent lights and they are reasonably clean.

After walking about $\frac{1}{2}$ mile we came to a junction and here was a working Paddy which we boarded. Once again comfort is out, you have to sit with your head down almost between your knees. The Paddy is attached to the haulage rope between the rails and is propelled by a stationary motor. A headlamp is fitted on the front powered by two cap-lamp batteries. There is a driver who can communicate with the engine man by bell signals. In an emergency he can stop the train by using a "tee" shaped pole to short two overhead wires. This will stop the engine. Should this fail, if the haulage rope is broken, there is a normal braking system. Again if all this should fail, the carriage bodies are held up on hydraulic cylinders, at the touch of a lever the pressure is released, the wheels retract inside the body and you skid to a halt on the underside of the carriage. Very effective they say.

After about 15 minutes the train stopped to shouts of "Everybody out" and we were on foot once more. But now we had a conveyor bringing out coal alongside.

I will try to explain how the mine works. You have the main roadway where we now were. From this two parallel roads are driven at right angles to the main road and 190 yards apart. These roads must be continually extended to keep ahead of the cutting machine which runs backwards and forwards between the two roads. We walked up the "Main gate" as the road is called that has the conveyor bringing out the coal from the face, until we came to the end where men were drilling and preparing to blast a new extension. They drill 7ft deep and get a 6ft extension with each shot.

After looking at this scene of activity for a while our guides said "Right we will now look at the face". I looked around for a further roadway or some turning off, but no, the lads were disappearing into a small hole between the rings. The coal seam is about 4ft thick. I got into this hole on hands and knees and found

myself among a forest of hydraulic props supporting the roof with large girders above and below, leaving about 3ft to get through. We crawled 190 yards along the face, watched the cutter chewing the coal off like fine gravel and pushing it onto the conveyor to go out.

It was good to get out into the "Tail gate" as the second road is called, and we could once more stand up. Here was another scene of activity, drilling and preparing to blast, but no conveyor this time.

Now it was time to start back, down the tail gate to the main roadway. On to the paddy and back partway to the shaft. We were shown the place where all the conveyors meet in a huge hopper. There are no cars on this level. All coal is brought by conveyor to this point. It then goes down a spiral chute to the 2,300ft level where it is loaded on to mine cars for winding out. Once more we had to walk back to the shaft, where we found the off-going shift waiting to go up. We took our turn, and eventually got back to day. The next port of call, after handing in the second tally, was the winding engine house. The winding engine is electric now, but steam was used until quite recently.

We were shown the ingenious mechanism which allows winding from two levels. A clutch is disengaged and the lower cage is raised independantly. Bridging pieces are inserted across the shaft, and away they go, one up and one down just as though it is a 1,900ft shaft.

The old railway sidings in the yard are no longer used, all coal now goes out by road. We did not see the washing plant, but we were told that the coal is washed in a magnetite bath. Some kind of flotation process I would imagine. After seeing all this we made our way back to the locker room and baths, handed in our gear, which is inspected and made ready for the next user. A nice warm shower was very welcome to wash off the grime which we had all collected. It was a short walk, after we had dressed, to the canteen where a couple of pints were sunk in very quick time.

Kent coal is very high quality. It is used mainly for smelting steel.

The miners we found to be very friendly and helpful. If you have never visited a coal mine it is an experience not to be missed.

Open Cast Coal Mining at Middleton, Nr. Leeds.

The former site of New Pit, Parkside, is being open cast worked. The sandstone overburden has been removed and two seams of coal have been exposed. The coal seam is about 2' in thickness and in the Blocking Bed seam. It is estimated that there are 30,000 tons of coal on this site and this will go to Skelton Grange Power Station; previously it was considered uneconomic to work. The layer of sandstone above the coal may be of commercial value also. The site is worth visiting on a Sunday afternoon when all is quite.

WEA & Extra Mural Summer Schools in Industrial History.

Manchester Summer School at Bangor - Industrial Archaeology : Fieldwork
23-30 July, 1977. Tutor- W.N.Slater MA MSc PhD

This course deals with the Slate Industry which has dominated the industrial scene in Snowdonia for nearly 2 centuries. Now the industry and its ancillaries are nearly dead & we shall try to record something of the development of the workings etc. Apply to:- Mrs. Palethorpe, Dept of Extra Mural Studies, the University, Manchester 13.

PRO - H.Houghton, 29 Parkside Road, Meanwood, Leeds LS6 4LY. Tel Leeds 758505.

NORTHERN MINE RESEARCH SOCIETY BALANCE SHEET. GENERAL ACCOUNT 1.1.76 - 31.12.76.

Receipts		£	Payments		£
Subscriptions - 1976 Membership		392.25	To Publications A/c:-		
" 1977		109.50	Associate & Overseas Members	£57.75)	
Publications payable to Publications A/c		3.70	Memoirs 1975	£93.60)	
Donations		17.00	British Mining No 2 (Part)	£97.60)	248.95
Badges		2.90	Graven Herald - Stationery		36.83
Annual Dinner		204.00	Skipton Scouts - Hire of Dump (QM's & AGM		16.00
Presidents Talk-In		16.00	Subs. to Societies - CRO, CBA, CHCC		6.00
Balance of Petty Cash to Bank		22.45	Equipment Insurance		7.50
		<u>767.80</u>	Skipton B/S - Deposit A/c		50.00
Plus balance brought forward from 1975		229.26	Annual Dinner		153.00
		<u> </u>	'Talk-In' Social evening		2.65
			Research Fund (Greenhow)		50.00
			" (12 metres scaffold tube)		26.69
Less payments (see across)		997.06	Addressing machine		40.00
		816.43	Presidents' Plaques		5.83
			Metal badges		72.88
Cash at Bank 31.12.76		<u>180.63</u>	PRO '75		9.98
Plus cash at Skipton Building Society		56.11	" '76		21.75
(+ interest to 31.12.76)			Secretary '76		14.89
			Treasurer '76		2.99
			'75 Cheques presented '76		39.37
			Bank Charges	£4.42)	
			Error in cash	£0.50)	
			Bank debit: Returned cheques	£6.00)	
					<u>11.12</u>
					816.43

1.	Total Deposit at Skipton Building Society	£ 106.11
2.	Breakdown of Petty Cash: Total Received	45.71
		<u>23.26</u>
		22.45
3.	No Cheques outstanding	
4.	Outstanding payment. Balance owing to Publications Account BM No 3 - Cost not known	2 £38.20.