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NORTH DERBYSHIRE COLLIERIES

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North Derbyshire Collieries

North Derbyshire Collieries.

When I started preserving the history of a few of the collieries and Ironworks that I came across, namely Barlow Monkwood and The Arkwright Adelphi, little did I know how many others I would come across in the fullness of time.

As I worked with the 'Back to the Future Group' at Arkwright to preserve the history of the village and in my case the Adelphi Ironworks before the bulldozers moved on the opencast site, the list of collieries I wanted to know about grew. I thought that I would be able to pluck a book off the shelves at the library and find out who owned and worked the old collieries shown on the local Ordnance Survey maps and mentioned in the Derbyshire Times and Derbyshire Courier. Unfortunately the book does not exist.

There is a little information available on older Derbyshire collieries so I have set out to catalogue and document this information and expand on it to the neglect of the larger collieries which have had many books written about them. I make no apologies for my neglect of the newer, larger collieries.

I have tried to outline areas of mining along with individual mines; I have also tried to find where they were by extracting a grid reference for as many of the individual mines as was possible. The Coal Authority at Mansfield has the Abandonment plans for most, but not all collieries since 1850 but these do not give one the full picture. There are many thousands of mines and their workings in North Derbyshire, in total too many to mention, take the Chesterfield area alone from Ordnance Survey map SK 37 SE which covers the area around Chesterfield station, Markham Works, Lower Hady Hill and the golf course that area contains at least **900 recorded shafts** of ironstone, clay and coal with a proviso that others exist in areas of older workings, too many to record and others still awaiting discovery.

I hope this work spurs others on to write about their local colliery or area and that this work gives them a starting point and some helpful hints and pointers.

I would like to mention in passing Mr. Godfrey Downs-Rose who as a mentor of mine gave me the help and confidence I needed to put my work to writing, also the many Derbyshire Times and Courier reports are articulated in two books which record the local incidents from those publications from the middle of the 19th century to the middle of the 20th century, painstakingly researched and written by Mr. & Mrs. Jackson of the North Wingfield Local History Group.



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Adelphi Ironworks. SK 47/57 42977142

The Ironworks.

One of the major influences on the history of the Chesterfield area was a family firm who have received little acclaim over the years but were the start of many local industries and added to the fortunes and misfortunes of the local people. The Smiths of Chesterfield.



Works Farm 1960's. (G. Downs-Rose).

The family was for many generations involved in the cutlery trade in Grenoside Sheffield, starting with a yeoman farmer named William Smith. He died shortly after making his will in 1627 and carried on a business in the cutlery trade with a cutler's mark being granted to him earlier in 1614. The later generations carrying on the tradition in the cutlery business. One John Smith was apprenticed to a Master Cutler, John Winter whose daughter married John Smith. The family fortunes had started. John becoming Master Cutler in 1722 and was involved in the industrial fortunes of Sheffield throughout his lifetime. Instrumental in the construction of the canals of the South of Yorkshire and interestingly an involvement in the local Congregational Church in Sheffield.

The last quarter of the eighteenth century saw the Smith family and friends expanding into other areas from Sheffield and two works were taken over at Brampton to produce iron castings for military use and for the production of Newcomen engines. This was an era of hostilities with wars between the British and the French, Spanish and Dutch in the American Wars of Independence from 1775 until 1783. And the Napoleonic Wars of 1799-1815. Cannon, cannon balls and musket shot were produced for the British Army and the East India Company throughout this period at the Brampton Griffin Works. The Smith enterprises also worked coal and ironstone in the locality with mines at Hollingwood, Staveley, Inkersall, Hady and Calow, with other ironworks at the Griffin Works Brampton, Calow Foundry and Stonegravel Ironworks.

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The Smith's Cannon Mill at the Griffin Ironworks Chesterfield. 1816. (ANB).

A plaque reflects the following:

This building known as Cannon Mill is one of the oldest industrial buildings in Chesterfield and District having been erected prior to 1788. It formed part of the Griffin Foundry of John and Ebenezer Smith and Company 1775-1833 and was restored in 1957.

The Works.



Both above Richard Robinson

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The Adelphi Ironworks was built around 1799 as a munitions factory capable of producing nine hundred tons of pig iron per annum from two furnaces. From the 1837 Tithe map of the Sutton estate local fields reflect the use of the fields around the ironworks. Furnace field and brickyard field. The site of the two furnaces being in furnace field, and of course brickyard field housed a brickyard, with clay pits and ovens being used to produce building materials for housing and mine support.

Ebenezer Smith 1756-1827, (Quoted as being an Iron master in local trade directories of the nineteenth century) and his family ran the local iron and coal industry.

The name Adelphi originates from the word delph, this being a corruption of an Anglo-Saxon word Daelph meaning to dig. The workforce was predominantly Cornish and was introduced into the area possibly due to a shortage of work in the Cornish tin and copper mines and a lack of mining expertise in the Duckmanton area. The East India Company having a vested interest in both tin and iron by exporting tin-plated iron wares around the world. Mr. Smith was educated in London as a 'Nonconformist' minister and was the assistant of Doctor Gifford at Eagle Street. He gave up the assistants post to concentrate on the family business but was instrumental in the setting up of the local Congregationalist movement as it progressed from the Oxpasture corn chamber on the works to the White Hart public house at Calow and then to the present site on Top Road at Calow.

The works were run by Benjamin Smith and his cousin Samuel Smith with John Charleton of Calow in charge of mining operations. John Farey writing in 1811 said of Charleton, 'a very ingenious mechanic, collier and iron smelter'. On the 10th. April 1802 John Charleton invented and patented cast iron puncheons or stanchions and caps for mine roof support. Which by being fluted and braced were both strong and light. However, miners resented their use and when they were introduced into the Butterley company mines in the 1920's their use was met with a threatened strike because they did not emit a cracking sound when the weight came on them warning of imminent roof collapse, unlike timber roof supports did.

It is known from early records that coal and iron stone were mined on and around the Sutton estates; it would appear that the Romans may have worked an area at Calow in Allpits Plantation. Another document which is a grant dated 1451 from John Stanley and Robert his son to John, the Abbot of Welbeck. Refers to a watercourse called 'le sought', running from a mine of sea coal belonging to the Abbot in 'Dugmanton' through and under the lands of John and Robert as far as 'Reynaldsbrigge'. The bridge that carries Tom Lane over the Poolsbrook. The two Leeke families of Sutton Hall and Hasland Hall worked coal on their respective estates in the seventeenth century. The extent of mining operations is unknown because no plans survive; however it is known that coal was mined from early bell pits around Bower Plantation and elsewhere in the Adelphi Ironworks catchment area. Eleven coal and iron stone seams surface in a near north to south line running parallel to each other on the Sutton estate and the Smith's were able to exploit this in their operations. George Booker, who was coal and iron agent for the Smith's at Boythorpe Colliery surveyed the area and charted the strata basset edges caused by the Brimington Anticline. This uplift in the strata which caused this phenomenon and aided the extraction of the minerals required on site.

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The ironworks were set up in an area which for centuries had supported small coal and ironstone mining operations for the use on the Sutton and surround estates. No records survive as to the uses of the minerals but one can postulate that the large houses in the area would at times have burnt coal on their fires, although coal was not a popular fuel until wood was in short supply. The local Hearth Tax Assessments of 1662-70 support thirty nine hearths in Calow and one hundred and thirty one in the Sutton and Duckmanton area some of which were blacksmiths supplying iron for the farms and estates. One can also support the fact that iron was imported to the area, the Attercliffe group of ironmasters selling iron to the Bolsover area from 1690-9. Did any of this iron end up here?



Cast Iron Naval Cannon. (Caistor Castle). (ANB).

The coal seams that surface were worked by around twenty shafts in the area and early Ordnance Survey maps show a tramway connecting mining operations in Westwood to the ironworks with another tramway running from alongside the main road across from the Duckmanton Common coal pits on the site of the old Arkwright Town and on to the ironworks. In 1842 a government report stated that Benjamin Smith and Company worked three coal and twenty ironstone shafts. The shafts were shallow by today's standards but in their day they would have used the latest technology in shaft sinking and operation. One such shaft was sunk in 1815 and became known as the Waterloo pit to commemorate the famous battle.



Duckmanton Lodge. Home of the Smiths. (ANB).

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The Duckmanton Ironworks pits comprising of around five shafts were sunk from 1826-1835 and exploited the First Saint Johns seam at one hundred feet from the surface, the Second Saint Johns seam at one hundred and twenty seven feet and the Top Hards seam at three hundred and nineteen feet deep. A lease was arranged with the Duke of Devonshire to mine coal in the Staveley Upperground colliery which was in operation from around the turn of the nineteenth century until 1842. Other collieries (Tom Lane or Duckmanton colliery) were worked at Tom Lane until 1851. Higher up the valley towards Calow on the site of Lodge Farm was a colliery which worked two shafts into the Deep Soft or Main Soft seam and the Pinder Park ironstone rake with Deep End colliery on the Moor Farm site belonging to Benjamin Smith and this was abandoned in about 1859. Coal was also mined at Hady Colliery but may have supplied the Calow ironworks and later the Griffin Works in Chesterfield.



Produced at the Works. (ANB).



Furnace Remains. Richard Robinson.

The shafts were all brick lined using locally manufactured bricks and one such shaft employed an idea from Cornish tin mining to allow men to ascend and descend the mine. The shaft had a series of insets in it large enough to house a man and the installation of a Cornish type beam pumping engine on the surface allowed men to ride in and out by riding on the cross stays of the pump rod. As the rod raised the men rose with it, as the rod became stationary the men got off into the refuge holes and waited until the next upwards motion to rise further up the shaft. So after many 'ons and offs' the shaft could be traversed. Ventilation at the time of the Smiths mining

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operations would have been by a furnace in the return or upcast airway, which was created originally by splitting the shaft into two using a brattice frame. The system of ventilation here would suggest that separate shafts for upcast and downcast air were employed.

A disaster happened at Hartley colliery in Northumberland in 1862 when only one shaft was used at the mine. The heavy wooden headstocks fell down the shaft entombing two hundred and four miners who later died being unable to get out of the mine. The later act of Parliament prohibited the use of a single shaft and at least two means of access were to be available to every mine so it would appear from the use of double shafting on the Smith collieries that they were ahead of the times in some ways.

Ironstone.



Siderite. (ANB).

The rusty-coloured ironstone which was mined locally comprised of only thirty percent iron when smelted, it came in several shapes; balls, nodules, dogs tooth and so on referring to its physical shape. It occurs as 'Siderite' or iron carbonate and several seams or 'rakes' occur between the main coal seams. A survey document from a competitor of the Smith family enterprises, the Barrow family (later to become the Staveley Company) shows that the Inkersall Rake ironstone was being mined in the Duckmanton and Staveley areas at a rate of 1,932 tons per acre. (24th. March 1840). From the inventory of factory produced wares it would seem that the particular form of iron produced could not or was not made into steel because the iron produced had a high phosphorous content. It was used mainly for forging and casting of large industrial machinery parts for lead and coal mining operations as well as for use in the munitions industry.

Casting and Fabrication.

The Adelphi iron was used on large castings and in 1831 a casting of seven tons was produced at the works for the upper part of a Dakeynes patent hydraulic or water turbine engine. The inventors, the Dakeynes brothers were flax millers from Darley Dale and the engine was being produced for Thomas Bateman of Middleton who was the agent at the Mandale lead mine and John Alsop of Lea. It was described in the Mechanics Magazine of 1833 as being difficult to operate and as for the inventors specifications these were brushed off as a 'perfect smother of outlandish jargon'. The pump was used for raising water out of a lead mine near Alport and it was claimed to be able to produce one hundred and thirty horse power with a sixty feet vertical fall of

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water by producing a pressure of 25.5 pounds per square inch giving it a rotary motion and therefore being able to pump water. In September 1836 the foundry produced a fifty two foot diameter water wheel capable of pumping around four thousand gallons of water per minute from a depth of twenty fathoms (one hundred and twenty feet) for which it was paid £537 by a lead mining company. Another wheel this time a smaller thirty five foot diameter one was installed further down the valley in 1840 at the Mandale mine, pumping water from underground, ninety foot below the level of the river Lathkil.

The above figures show that the works were still in use after the Smiths had departed in 1845 but over the years the usage of the land had changed from iron working and coal mining to estate work and coal mining. No records exist prior to 1841 as this was the first ever census in modern times in England and continued every ten years after.

Production and Ore Mining.

To show the amount of raw materials required at the furnace we must first look at the amount of pig iron claimed to have been produced at the works. The works were claimed to be capable of producing nine hundred tons of pig iron per annum from the two blast furnaces on site from the first blow of the furnaces on February 15th. 1803. As the ironstone yielded only one third of its weight in iron then nine hundred tons of pig iron needed twenty seven hundred tons of ore. Prior to 1828 and James Neilsons invention which allowed preheated air into the furnace it took eight tons of coke to produce one ton of iron, his invention enabled a reduction from eight tons to five tons to take place. It also took 1.33 tons of coal to produce a ton of coke all mined locally. Please note that these figures are a rough estimate and based on certain assumptions. One contradictory note is a letter from Ebenezer Smith dated 1806 claiming to be able to use only six tons of coke to produce one ton of pig iron.



Weighbridge (Left) & Pattern Shop (Right). (ANB).

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Transport.

The need to transport large castings throughout the county was a cause of major concern to the Smiths. It was normal for a manufacturing industry to concentrate on production throughout the winter months when the unsurfaced roads would in most places be bogged down because of the wet weather. Then in the dry summer months transport the materials produced during the winter. The main road into the works was from Calow down the side of the Smith residence at Duckmanton Lodge and past the toll house along the lane. This lane by virtue of its incline must have presented several problems to the carters. Another two roads were constructed one from Duckmanton Moor and another from the Inkersall Road to the works. In 1799 a canal was constructed utilising the unwanted mine water pumped out by the Watt modified Newcomen steam pumping engine from the underground workings and a brook was dammed and the water stored in ponds to also provide water for the works. The canal ran from the works following the line of the brook and to Tom Lane colliery where the barges would have been off loaded and taken by road to the Chesterfield Canal at Staveley.



Works Lane Looking up to The Lodge. (ANB).

Smith's canal was only half a mile in length and was carried in a wooden trough. The barges carried one and a half tons of materials in corves or boxes. Traffic was two way, finished goods to the end and coal and ironstone back to the works on the return journey. Due to the problems encountered with the transportation and the short length of the finished canal did the Smiths want to utilise the Poolsbrook as a natural canal to transport their materials onto the Chesterfield canal with a longer Adelphi canal?

Difficulties.

It is said that the works ran into difficulties in the middle of the nineteenth century, what is known is that as early as 1821 from a letter dated March 5th. John Charleton and the Smiths were accused of illegally taking coal from 'the Liberty of Staveley Upperground colliery, from the Old Level' which borders onto the Arkwright estates. This they denied claiming that they had previously been given permission to mine here by the Duke of Devonshire's former land agent. Another letter (L). Dated 23rd. March 1832 reported that the lease of 12th. October 1819 between the Duke of Devonshire and the Smith Company for mining the Staveley Upperground colliery

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and the Hady ironstone mines had been cancelled. Smith and company were ordered to pay compensation of £752. & 7shillings, this being the outstanding amount between the valuation of the Staveley Upperground colliery assets on entry and exit and rent arrears. The colliery was taken over and further developed by Barrows Company until abandonment in 1842.

In 1845 Benjamin Smith and his son Josiah Timmis Smith sold the iron works at Duckmanton after running it with mixed fortunes for around twenty five years. They purchased the run down Stanton iron works at Ilkeston and took on new mineral leases from Earl Stanhope for ironstone, coal and fireclay and proceeded to build new furnaces on site. It would appear that this was a more financially viable transaction than to invest in the Adelphi works. By 1849 Benjamin Smith and Company were declared bankrupt (13th November) at the Stanton ironworks owing some £60,000 and their affairs were taken over by their two Glasgow banks the Western and the Commercial. The works being taken over later as a going concern by Crompton and Company, a creditor, in 1855 when all the legalities and finances had been sorted out by the companies lawyers.

The Adelphi meantime was struggling to survive; both furnaces were out of blast by 1848. The leases of coal and ironstone were put up for auction along with the colliery, ironstone and iron making plant and steam engines. Several small companies took over the mining leases to mine the coal reserves. The firm Coke Turner and company of 26. Low Pavement Nottingham worked the Blackshale coal and some ironstone mines on the estate from around 1851-1873. The Barrows who for so long had thwarted any expansion of the Smiths were turned into a limited company in 1863 and as the Staveley Company they pressured the Arkwright's for the lease of the mineral rights of the Sutton estates.

Robert Arkwright was trying to find a solution to the problems of the works. From 1848-1849 several letters went back and forth between Robert Arkwright's mineral agent Mr.Currey and the Hardwick estates manager Mr.Cottingham and the Duke of Devonshire over the proposed construction of a railway from the Sutton estates and over the Dukes estates to Staveley but due to the pressures laid to bear by the Barrows the line was never constructed for the Arkwright's. It appears that the Barrows were concerned about their competitors having way leave over land which they were leasing from the Duke of Devonshire. Mr. Arkwright offering Mr. Barrow the use of the proposed railway from the Speedwell colliery and Staveley ironworks for an annual rent of £500 or 3d per ton on the carriage of coal. Each time proposals were made they were rejected by either the Duke or Barrow. These negotiations raise two interesting points: firstly, did the Smiths indeed apply to the Duke on an earlier occasion for way leave over his land to use the Poolsbrook as an extension of their canal? And secondly, were the problems encountered with the negotiations the reason for the later Lancashire, Derbyshire and East Coast Railway under Arkwright's guidance choosing the route onto the Sutton estates that it did?

After the Smiths.

William Arkwright finally relented on the sale of some of the mineral leases of his estates to the Staveley Coal and Iron company in 1880, the sixty three year lease for five thousand acres of coal led to the creation of the large collieries of the company at

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Markham Number One colliery (1880), Markham Number Two colliery (1886) and Bonds Main (1895-8). These collieries were sunk into the rich Top Hards seam, known elsewhere as the Barnsley Bed, in areas near to but not touched by the Adelphi mines, one shaft at the Adelphi being used until the closure of Markham to pump water onto the washery plant at the colliery.

The ironworks were by now used by the Sutton estates for farming and repair of carts and other equipment used in the every day running of a country estate with the buildings being used to house families. Most inhabitants moving into new accommodation with the building of Arkwright Town by the Staveley Company to house the workers at their mines at Markham and Bonds Main at the turn of the century. The later sale of the Sutton estates in 1919 saw the ironworks as a farm and farm land which did keep some of its industrial ties by being named Works Farm, a memorial to times past.

Colliery Information.



Ironworks Pit. (ANB).

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Duckmanton Ironworks Pit sunk 1826-1835 along with four shafts sunk at earlier dates.

Staveley Upperground Colliery, a coal mine with at least three shafts of around ninety one yards deep and working the Top Hard seam. Records suggest that it was started around 1800 and abandoned around 1842. The underground roadways connecting through to the nearby-

Staveley Lowerground Colliery and ran towards Staveley. The two main roads running parallel to each other. The colliery was superseded by the Speedwell Colliery, which was planned in 1837.

Tom Lane or Duckmanton Colliery was mined in association with the ironworks and Richard Arkwright (jnr's) mineral plans show abandonment of some of the colliery workings to be March 25th. 1843. The colliery had three shafts two of which were one hundred and thirty yards deep into the Top Hards seam, a third and possibly earlier shaft is also on the colliery site. Other dates show abandonment of workings to be 1847 and 1851 respectively.

Two shafts worked the Deep Soft or Main Soft coal seam and the Pinder Park ironstone rake near to Lodge Farm and two more shafts belonging to Deep End Colliery mined the same seams in an area near to Moor Farm, the colliery was abandoned in 1859. Duckmanton Common Coal Pits are shown on very early Ordnance Survey maps of the area surveyed prior to 1840 on the site of the Old Arkwright Town. The pits were abandoned between 1824 and 1847.

Other collieries have worked the seams under the area from most directions in the late nineteenth to the late twentieth centuries.



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Apperknowle Colliery SK 36/37 381785

The Unstone Coal and Coke Company who extracted coal from the colliery into the early part of the twentieth century latterly owned the colliery. The colliery was linked to Unstone Main colliery by an overland tramway by the 1890's. The colliery was originally sunk in the 1840's under the ownership of a small private company and continued in the hands of these small companies until it was purchased by the Unstone Company some time after closure in 1877.

From sinking until 1869 it was operated by G. Wright, from them Gill and Co. ran the colliery from it being reopened in 1874 until about 1876 when it was run by Havenhand and Allen for a short while until 1877.

The colliery comprised of two shafts, the easterly being the upcast shaft and the westerly the downcast shaft. The shafts were around 385 feet deep into the Blackshale or Silkstone seam that was worked extensively in this area.

The seam being around 53 inches thick and comprising of the following section:

BRANCH 7"

COAL 19"

DIRT 6"

COAL 21" (53 inches).

MICKLEY THICK AT 136' from the surface.

MICKLEY THIN AT 194' from the surface.

GRENSIDE SANDSTONE COAL AT 498' from the surface.



The Colliery Site. (ANB).

July 1st. 1893.

Unstone Coal and Coke Company.

On Monday morning a deputation from the men employed by the Unstone Coal and Coke Co. LTD. at the Apperknowle and Dronfield collieries waited upon Mr. Ward the manager and the chief officers at Mr. Ward's invitation. Mr. Ward said he had invited representatives of the men so that he may explain the position in which they the employers were now placed. The collieries were now working at a loss of £130 per week so the company had now decided to rest down both collieries until the trade improved which he did not think would be long. The notices would be served on

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Thursday. The deputation agreed to accept the notices and expressed the hope that the depression would soon pass away.

November 18th. 1893.

*Boring for coal at Unstone.

A committee formed to test the seams for coal underlying the nearly worked out Silkstone or Blackshale bed have now completed their arrangements for commencing operations. The Unstone Coal and Coke Company have allowed a pit at Apperknowle to be used for the purpose and to facilitate operations as much as possible, apparatus has been brought to the place and the work will commence at once.

*The boreholes were apparently drilled in the pit bottom of Apperknowle colliery easterly, or upcast shaft between 1893-4 from the Blackshale or Silkstone seam which lay at about 385 feet from the surface. The borehole was 999 feet deep and proved the underlying seams of coal.

Arkwright Colliery. 1938-1988. SK 47/57 429703

Coal was, and had been deep mined in collieries in the area for at least one hundred years prior to the sinking of the Arkwright drifts. The initial sinking's were carried out in the good quality Top Hard seam from near to where the seam surfaces due to the natural uplift in the strata caused by the Brimington Anticline. The drifts were sunk this way because it is far easier to mine in coal than in rock. The nearby drifts of Calow Main colliery were sunk this way in the Blackshale seam which bassets out nearby.

Arkwright colliery or 'Wangum pit', Corruption of the word wagon? Wagon pit. Wagons as opposed to tubs used to move the coal. Came into existence to exploit the coals on the Sutton estates prior to the Second World War. The colliery was designed to work an area of coal which was too remote for the Markham collieries to work at that time and a company was set up under the umbrella of the Staveley Company to mine the five hundred tons per day, the Arkwright colliery company trading as S.E. Short and company whose offices were at 7. Glumangate, Chesterfield, The founders of the which were Rex Ringham as chairman, Harold Berrisford as secretary with John Hunter and Harold Kirk as the colliery agents. S E Short was chairman of the Eckington Coal Company of J & G Wells. He was also the director of many Chesterfield firms as well as the auditor for the Bolsover. Oxcroft. Bullcroft and Hatfield Main colliery companies all of which there directed by members of the Staveley Company.

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The Colliery 12/7/87. (J. Rayner).

Plans to increase production from the colliery culminated in the digging of a shaft for the colliery in the 1940's, a twenty one foot diameter shaft was to be constructed from the surface to the Deep Soft seam at 220 yards from the surface. The shaft sinking was carried out by the local building firm of Kirks under the management of George Cowlshaw, not by a colliery shaft sinking teams The shaft was not completed and in 1952 after only ninety foot of brickwork had been fabricated the shaft was filled in, the winding engine house removed and the winding equipment stripped and sent to a colliery in Leicestershire. The buildings were then demolished and buried under the spoil heap not to see light of day until the colliery spoil heaps were worked again in early 1995 as part of the opencast project at Arkwright Town.



New Dumpers. New Shaft.

In 1952 the colliery was producing coal from the Top Hard seam and was opening up the reserves of the First Waterloo seam under the management of A W Gray and F. Oldfield. By 1953 the Top Hard seam was exhausted and an increase in manpower was required to work the First Waterloo seam, this was achieved by the transfer of men from the nearby Bonds Main colliery which closed in that year. Production as a result increased by 1968 to 625,000 tons increasing further to 750,000 tons by 1975.

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Pit head baths were constructed in 1954 and extended in 1976.

The original drifts of five hundred yards were later connected into the nearby Calow Main workings which were owned by the Staveley Company five years after their construction, the colliery expanded into the Sitwell seam during 1943-44 and later into the First Waterloo seam. As the colliery expanded and production on the faces grew due to improvements in mining technology a third drift was planned, number three drift. The new drift was connected to two ventilation fans on the surface to boost the air flow throughout the workings of the mine as by 1972 the Calow Main drifts were in a poor state of repair and were abandoned. The £25,000 drift constructed in 1972 helped the colliery to work four longwall faces, two in the Second Waterloo seam, a third in the Second Ell Coal seam and the fourth in the Low Main seam.

A further eighteen longwall faces were to be machined from 1982 until the planned end of the collieries life in 1991. A planned link to Markham colliery was to be constructed by 1988 into the workings of L401's unit in the Second Piper seam of number two colliery to take the remaining coal from the Arkwright faces and out of the proposed new Markham surface drift, these plans were abandoned. The colliery was salvaged, the Calow and Arkwright drifts sealed and the men transferred or given early retirement by the collieries premature closure in April 1988.



(John Hall).

Derbyshire Times.17th August 1945.

New Colliery at Arkwright.

A silver spade first used 92 years ago for the turning of the first sod of the Old Springwell Colliery was used by Mr. D.N. Turner Chairman of the Staveley Company on Tuesday when he cut the first sod of the proposed Arkwright No2 Colliery. In asking Mr Turner to perform the ceremony for Mr R. Ringham (Collieries General Manager) of the Staveley Company said that the shaft would be 21 feet in diameter and would be sunk 220 yards into the Deep Soft seam for the ventilation of Ireland colliery workings in that seam.

The winding engines and fan would be electrically driven and an oil driven standby fan would be provided.

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Although provided essentially for ventilation purposes it was probable that areas of coal in all seams below the Top Hards lying on the edge of the Royalty would be worked from the shaft the diameter of which was considerably larger than required for ventilation. It was decided that it could accommodate the largest type of mine car and enable the most up to date methods to be adopted.

As Mr Turner turned the first sod a fanfare was sounded and the Union Jack was hoisted both at the scene of the ceremony and above the screens at the nearby Arkwright Colliery.

SEAM	COLLIERY	DATE WORKED
TOP HARD	TOM LANE MARKHAM ARKWRIGHT	PRE 1852 PRE 1922 1939-1952
FIRST WATERLOO	ARKWRIGHT	1951-1969
SECOND WATERLOO	ARKWRIGHT	1969-1979
SECOND ELL	MARKHAM ARKWRIGHT	1930-1959 1971-1977
DEEP SOFT	MARKHAM ARKWRIGHT	1917-1957 1980-1983
DEEP HARD	MARKHAM BOLSOVER WILLIAMTHORPE	1969-1977 1962-1970 1968-1970
FIRST PIPER	MARKHAM	1978-1990
TUPTON	WILLIAMTHORPE ARKWRIGHT BOLSOVER	1960-1961 1960-1982 1977-1989
THREEQUARTERS	MARKHAM BOLSOVER ARKWRIGHT	1959-1969 1984-1985 1979-1986
BLACKSHALE	CALOW MAIN BONDS MAIN MARKHAM	1910 1913-1921 1940-1990

Above. Deep Mined Coal Seams Worked in the Arkwright Area. Prior to the Large Undertaking of the 1990's

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SITE	FROM	TO	TONNAGE	AREA IN ACRES
POOLSBROOK	NOVEMBER 1946	APRIL 1947	14,200	18.2
ARK	APRIL 1956	AUGUST 1958	101,495	67.123
BAGSHAW	MARCH 1951	OCTOBER 1952	60,155	80.9
DUCKMANTON MOOR	FEBRUARY 1949	JUNE 1950	117,279	97.6
BLUE LODGE	JANUARY 1960	NOVEMBER 1966	669,441	282.35
LONGCOURSE FARM	JULY 1947	OCTOBER 1948	49,192	62.5
BLUE LODGE EXTENSION	SEPTEMBER 1967	JUNE 1970	189,344	14.9
MOOR LANE	JUNE 1958	JULY 1959	6,767	10.88
BRIM	MAY 1957	JULY 1959	184,417	99.79
TONGUE	NOVEMBER 1952	MARCH 1955	277,775	94.3
WESTCROFT	JANUARY 1959	NOVEMBER 1963	313,379	120.74
MOOR FARM	AUGUST 1956	JANUARY 1960	300,008	179.3
ARKWRIGHT	Early 1990'S	2004	3,200,000 ?	?
COLLIERY RECLAMATION	JULY 2003	OCTOBER 2004	420,000	SPOIL HEAPS 82 HECTARES

Above. Opencast Operations in the Arkwright Area.



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IRONSTONE RAKES WORKED FOR THE ADELPHI IRONWORKS	WHERE FOUND
INKERSALL IRONSTONE	ABOVE THE SECOND SAINT JOHNS SEAM
MEASURE & BALL IRONSTONE	ABOVE THE TOP HARD COAL
REDFERN IRONSTONE	ABOVE THE TOP HARD COAL

Ashgate Colliery. SK 36/37 36357215

I have been able to pinpoint the site of a colliery at 36357215. I have also worked it out from the following quote. 'Folly House (Opencast) 366725. 1¼ miles NW of Chesterfield; ¼ mile NNE Ashgate colliery'. Geology of the Country around Chesterfield, Matlock and Mansfield. Smith, Rhys and Eden. H.M.S.O. 1967. Appendix iii. p 393. The colliery is shown on the second and third edition Ordnance Survey maps. This was confirmed by the colliery abandonment plans kindly loaned to me by Mr. Jackson of the North Wingfield Local History group.

Also, at 365713 clay was mined and turned into blue damp course bricks and the cheaper red bricks from clays mined from above the threequarter seam at the Waspnest Brick Works. (Apparently still working in the 1960's). As above, p.237. Fireclay has been extensively mined in this area from below the Low Tupton coal and also from below the Threequarters seam. Nearby at Newbold Colliery the clays were between one and three feet thick.

It would appear that several small collieries have existed in this area the earliest reference to coal is from 1811. However, one might surmise that coal was mined earlier than this because in 1783 David Barnes and company had two furnaces at Ashgate producing pig iron presumably from local ironstone which accompanies the coal seams.

The main area mined to the immediate west of Chesterfield (and the Brimington Anticline) is as follows; A triangle from grid ref. 345722 following Linacre Brook, Holme Brook and Brockwell Brook to grid ref. 371715 at Brockwell. Then following the road roughly westwards to grid ref. 347714. From the first edition O.S. Map there are several coal pits and ironstone pits in this area, clay will definitely have been mined here. A sandstone quarry was at 362709. To the rear of St. Thomas's church around 1840. The 1897 map shows Offley Place coal pits in Lady Wood at 334713.

From the last quarter of the nineteenth century the collieries became much larger and longer lasting. Prior to this mining was undertaken at the easy outcrop of the seams and it was more practical to sink new shallow shafts into the coal than to maintain the

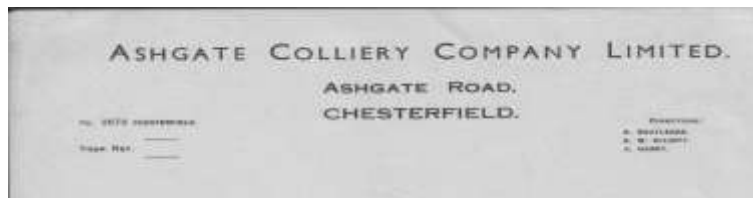
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underground roadways. Ashgate Colliery is mentioned as employing 56 men in the 1920's. The coal may well have been worked for the Duke of Devonshire who owned the Hardwick and Chesterfield Colliery Company whose offices were at 68 Saint Helens Street Chesterfield.

The collieries around Ashgate, Boythorpe and Brampton worked extensively in the Ashgate coal seam, (also called the Brampton thin coal) as the name suggests the origin of the name is from the main area worked.

The seam is formed as follows:

Coal and dirt 9.5 inches
Bright coal 3.5 inches
Coal and dirt 5.5 inches
On 25 inches of bright coal
The seam is around 33 feet below the Blackshale seam.



(Chris Goodlad).

Information extracted from the colliery abandonment plans.

The colliery had two shafts, the number one at 85 yards deep and number two at 83.36 yards deep, the number two shaft being the more northerly of the two shafts. A little farther north is the Brockwell shaft and old workings which may well have been utilised by the colliery as extra ventilation and a further means of egress. The colliery worked in the blackshale seam for a number of years and plans show abandonment dates for the workings from 1914-1927 and later dates for roadways constructed to the east as late as 1935.

The seam section worked was as follows:

Roof Flamber 8 1/2"
Batts 1"
Coal Tops 1' 7"
Dirt 8"
Tinkers 5"
Coal Bottom 1' 9 1/2"
Total 5' 3"

The colliery also worked in the Tupton coal and clay with abandonment dates from 1932-1933. The Tupton coal was 2' 7" thick and the fireclay was a further 2' 6" thick.

Derbyshire Times, June 16th 1869.

Best screened and picked coals 7/- per ton. Best unscreened 6/3 per ton.

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Derbyshire Times, 5th. February 1876.

G. Margerison is honoured with instructions from Messrs. S.Hoskin and Co. to sell by auction at the Ashgate colliery on the 8th. February the whole of the working plant, engine house, offices etc. Comprising of 7 h.p. Portable engine by Davy Bros. Engine bed, drum and gear, useful headgearing, 80 yards of wire rope, weighing machine by Parsons to weigh 4 tons, 16 coal wagons.

Barlborough Collieries. SK 47/57

Several mines have been worked on Barlborough Common and in the surrounding area but coal was not the only mineral worked. Nineteenth century maps show extensive working of coal, clay and limestone. There were several lime kilns in one quarry possibly owned by Edward Scholefield who is known to have owned a lime works here in 1811.

It is also possible that the minerals may have been worked along with ironstone at least as early as the eleventh century as the village of Barlborough has an entry in the Domesday book of 1086 and the minerals may have been used in the local farms and houses.

The following collieries lie in the immediate vicinity.

Barlborough Common. Farey mentions 1811. 471762. Worked for the Rodes family by Appleby and Company for the Companies Eckington Ironworks. There were several mining operations in that area. The last of the collieries closed during World War Two.

Beighton Field. 457767. Farey mentions 1811. 1600-1800. Several colliery shafts in an area around Beighton Fields Priory and Barlborough Low Common. Mining coal and clay from the High Hazel and Top Hards seam. Produced its own bricks.

Barlborough. (Speetley Colliery?) 490777. Near to Speetley Cottages. Abandoned by 1953 maps.

Barlborough Colliery 483758. Sunk in 1873 also called Oxcroft No 3.

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Derbyshire Times. 27th October 1888.

A meeting of the miners employed at Barlborough Colliery belonging to the Staveley Coal & Iron Company was held at the Anchor Inn Clowne on Monday night. A resolution was passed that the miners must stand by their notices.

21st October 1893.

A crowded meeting of the Barlborough and Southgate miners was held in the large room of the Anchor Inn Clowne on Saturday. Mr. C. Johnson moved that the miners of both collieries be not prepared to accept any reduction in their wages. But hereby pledge them selves to abide loyally by the decision of the Federation. Mr. S. Woodhead (amidst cheers) said they were prepared to hear the New Year chimed in before they would return to work at the master's terms.

3rd September 1921.

The Staveley Company's Barlborough pit where about 850 are employed is to be closed down. Mr. D.N.Turner Agent of Staveley Coal & Iron Company told the Derbyshire Couriers reporter that the reason for closing the pit was that it was working at a loss the men would no doubt be given their notices next week. The Barlborough Colliery is a hard coal pit and has two shafts. The closing of this pit following so closely on the shutting down of Markham No.1 and Bonds Main pits will cause a vast amount of suffering and hardship to Barlborough and the surrounding villages.

24th March 1923.

The Staveley Coal & Iron Company's Barlborough Colliery is getting worked out but with alterations and developments which the Company propose to make at the pit will prevent those at present employed there being thrown out of work. It is proposed to sink in to the Blackshale seam necessitating the building of a new engine house for winding purposes and to develop still further the Deep Soft seam. Mr. D. N. Turner Agent stated that immediate operations would commence with a view to deepening the shaft which is now in use and also another shaft close by but

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which has not been used for many years. It would not be necessary to employ additional miners he said because as it is – is getting worked out. As it became worked out the labour would be absorbed into the new development consequently no unemployment would be caused.

Cottam No1 or Cottam Old pit. 465771. J.& G. Wells and then Appleby & Company, Eckington Coal & Iron Company. 1798-1886.

Cottam No2 or Cottam New pit. 1826-1892. Appleby & Co, Eckington Coal & Iron Company. Colliery and Brickyard 1840. Mining Top Hard and High Hazels seams from at least four shafts. Site was served by a static steam engine at SK 46030 76828 the remains of which are still there.



Remains of Stone Steam Engine House and Pipework. (ANB).

Cottam Colliery.

Derbyshire Times 2nd October 1880.

On Wednesday morning an accident, that resulted fatally, occurred at the Cottam Colliery Barlborough when a youth named Jennings was crushed when a large amount of bind fell on him crushing him severely. Such was the quantity of bind that fell a pony was also killed.

17th January 1883.

At Messrs Appleby and Company's Cottam Colliery a slight explosion of gas occurred on Thursday morning when two men were burnt.

16th July 1890.

A shocking accident, which terminated fatally, occurred at noon on Wednesday to Mr. Hazelby enginewright at the colliery, which is at Barlborough and belonging to the Renishaw Iron Company. The coal from the colliery is conveyed part of the way to Renishaw Iron Works in trucks drawn up an incline. Mr. Hazleby was proceeding from his office to the colliery up the incline when he met a loaded train. He stepped

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out of the way apparently forgetting some empty trucks were coming up on the other line. These dashed against him resulting in his skull being fractured.

12th November 1892.

On Monday all the men in connection with the above colliery employed by Messrs Appleby and Company Renishaw Iron Works left their employment owing to the coal having being got belonging to the Company.

Glebe Colliery.

1835-1868. Worked the Clowne seam from three shafts at 22yards deep for the Rodes and Pole families also coked the coal and mined and produced bricks.

Hazel Colliery or Hazel Well Colliery and Brickyard. (Ex Cottam New Colliery).

Serviced by the L.D.&E.C.Railway. Opened in 1909 by a consortium of local businessmen and closed in 1914 for coal production but continued to produce bricks as the Barlborough Brick Company Limited until closure in 1917.

Hollinwood Colliery

1865-1894 460776. Worked the Top Hard coals at 73 yards from the surface.

Knitaker or Nittaker,

Mentioned in 1811 by Farey as working under yellow lime. Owned by the Rodes family and working from early eighteenth to early nineteenth century.

Park Hall Drift.

1895-1908 469787. Worked by the Park Hall Colliery Company to work the High Hazel seam but closed in 1908 as unprofitable. Employed at its peak 100 men underground and 30 on the surface.

Pebley Lane.

An area worked from the middle ages on lands owned by the Rodes family of Barlborough Hall. Presumably the coal fed the fires of the Hall. Mentioned by Farey 1811. Not worked much in the 19th Century.

Pebley or Peggers Pit.

1896-1928. 49107785. A Staveley Company pit. Working the Two Foot Seam. Top Hards and High Hazel seams. The number two shaft was deepened in 1937 to the Deep Soft and Sitwell seams. The colliery closed in 1928 as unprofitable. 31 men employed underground and 35 on the surface.

Westfield Colliery.

464771.1840.

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Westfield Sough.

1811. Worked by two shafts just off Westfield Lane into the High Hazel seam at 150 feet from the surface. There were several shafts here from 1780-1930.

Woodhouse Colliery.

1856-1881.

Woodhouse Lane Colliery.

1830-1878. 466762. Working the shallow seams of the Top Hard and High Hazel for the Rodes family.

454758. In 1840 a pub existed at Mastin moor called the Jovial Collier.

Clay pits at 460766. Limestone Quarry and Lime Kilns at 490773.



Beighton Fields Priory. (The area of mining). (ANB).

Barlow Collieries. SK 36/37

Barlow Lees Colliery and tramway from 342759 to 349755

Monkwood No1 or Old Pit 349755

Monkwood No2 or New Pit and tramway from 346760 to 349755

(There are many more shafts recorded in the area).

In 1763 a lease was granted to John Barnes the farmer of Brampton for an existing colliery in the Barlow area, the lease was for twenty one years at an annual rent of £105 per annum, which was normal practice for the era. The lease was signed by Robert Harley, James West and Margaret Cavendish daughter of the Second Earl of Oxford. (This original lease can be viewed as part of the Barnes Collection in Chesterfield Public Library). The lease and land passing on from the Harleys to the Second Duke of Portland on the marriage of Margaret Cavendish to the Earl Duke of

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Portland. Only two pits were allowed to draw coal at any one time but as much coal as possible could be extracted from each pit. Old pits had to be filled in and the land returned to its original state. Any subsidence caused by the mining operations had to be paid for or put right and access onto other peoples land (trespass) had to be paid for.

The lease is signed and dated August 1st 1763 and production started from the collieries in November that year. The first shaft was forty eight yards deep and was sunk by the contractors Peeler Booker at a cost of ten shillings and sixpence per yard, with expenses. These being, one shilling and sixpence for gunpowder and four guineas Blacksmiths expenses for repairs to the boring rods. Another shaft was sunk to a depth of forty nine yards and two feet. More shafts were sunk over the period 1766-1786 at a cost to the Barnes family of between nine and twelve shillings per yard. The collieries worked the longwall system which originated in Staffordshire and was capable of producing around 250 tons of coal each day. The coal was carted from the pit head initially by the local company of Bramwell and Company. Who also sold it for the Barnes family. A unique record of the mining expenses was kept by Barnes during the life of the collieries.

On the 10th. November 1774 a workman was paid two shillings for breaking a lump which fell on and killed Gilbert Booker. Wages of the day were (1744-1746) for hewers and drivages around one shilling and sixpence and (1776-1779) one shilling and eight pence per day. Miners names were recorded in the book for receiving certain one off payments for work done out of the ordinary. Joseph Renshaw (1765). Moses Tagg (1776). And John Crooks.

During the period 1772-1776 expansion work was carried out on the mines because the Highfields section was nearing exhaustion and in 1776 shafts were sunk at nearby Sudbrook with drifts being driven between the mines by Moses Tagg which would suggest that the extent of the workings needed improved ventilation as the single shaft system was inadequate to supply the needs of the miners. Money was also spent on improving underground roadways and transportation. At the first Barlow pit a gin winding engine was constructed. A gin being a tripod construction with a winch for the winding engine. This was complimented in January 1777 when a dam was constructed and a 'fire engine' (Steam engine), was built to drive pumps. Water wheels were also employed to drive crank driven pumps at the collieries. The steam engine cost £275.16s.6d. To construct using many second hand parts, the boy who was put in charge of the engine was called George Stevenson.



Remains of tramway from Barlow Lees Colliery.

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The costs involved with the sinking of the shafts, opening up the mines and installing the engine was £545.3s.6d. Which was quite a loss for the family from 1763-1769. The family also had mines at Cutthorpe, Brampton and Baslow, the land on lease from the Duke of Devonshire at Chatsworth on the north side of the estate housed a drift mine sunk by Booker and Co. to mine domestic coal for the estate. Interestingly, during the 1912 strike the old pillars of coal left in the mine were worked to supply coal for the heating of the greenhouses on the estate.

Coal mining continued in the area from these small beginnings, the collieries became larger as the need for coal increased and this led to the construction of the Monkwood branch line from Chesterfield (Sheepbridge) on the main Derby to Sheffield line in 1850. An earlier plan was to link the Chesterfield canal to the coalfield and then through to the Cromford canal, these plans were part of a great expansion of the countries canals which failed due to lack of financial support. The Barlow coal was peculiarly free of sulphur and thus ideal for use in steel making or for Coke and steam coal. The collieries in Monkwood at Barlow produced coal at Barlow Lees colliery and the New Monkwood colliery and transported it then by tubs on a tramway from each of the two collieries which were 900 yards and over a mile away respectively and which converged at the Old Monkwood colliery where it was unloaded onto the railway branch line for transportation.

In line with other colliery companies the Monkwood colliery company built miners cottages a Barlow, Rutland Terrace and school was built to house and educate its workforce, the two storey row of houses overlooking the woods which hid the collieries. Other miners lived on site at the Old Monkwood (Number one) colliery up until the collieries closure in the latter half of the 1890's, now a farm. In June 1880 there was an unsuccessful strike over wages, Monkwood wages were less than those at other collieries and this may have been a reflection of the financial situation of the company as the Monkwood colliery company (Barlow Furnace) failed with debts of £33,000 in 1881. The collieries closed finally in 1898 on February 11th. As a result of the recession in the coal industry, most of the men had transferred earlier to the Grassmoor collieries owned by the Barnes family.

Monkwood Collieries were owned by J.C.Plevins 1862-1865, then Monkwood Colliery Company 1866-1880, then J.C.Plevins, Managed by William Hill. Monkwood Plevins may possibly be one and the same company Late in 1874 the Durham Miners Association sought to buy Monkwood as part of a joint stock company under the guise of the Co-operative mining company. The mines may have reopened in the early part of the twentieth century from information given to me by the late Mr. George Siddall. He recalls how his father left his tools at the mine on a Friday never to see them again because the mine flooded over the weekend causing it to be permanently closed.

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Upcast Shaft

Monkwood New Pit. Monkwood No 2.

Sunk through the Cockleshell coal at 30feet, Low Tupton at 85 feet, Blackshale at 296 feet, Ashgate at 309 feet and the shaft bottomed at 319 feet.

Photographs are of No2 colliery remains taken in 1992.

Area has now been landscaped.

Monkwood Old Pit. Monkwood No 1.

Sunk through Blackshale coal at 199 feet and the Ashgate at 247 feet.

Monkwood Colliery - the opening of the new shaft at Barlow Lees.

Derbyshire Times 26th March 1870.

One of the most noticeable steps in advance in the immediate neighbourhood of Chesterfield has been that of the Monkwood Colliery company which has just sunk a new shaft in furtherance of the extension of the workings and has laid down a tramway of unusual character from the mouth of the pit to the railway which runs through the Dunston Valley, joining the Midland line at Lockoford. The colliery has been worked by two shafts and it was deemed advisable by Mr. Bell the experienced manager of the company to sink a third shaft about half a mile north of the old pits. The shaft was commenced on 17th August 1869 and the company commenced to draw coal out of it on the 20th January 1870.

The total depth of the shaft is 63 yards and it is bricked throughout and is fitted with wire guide ropes instead of the old wooden conductors. The cages (it is a double shaft) weight 10 cwt each. They are suspended with steel wire ropes and worked by an engine of 40 h.p. Built by Oliver and Co. having a flywheel of 12 feet in diameter. The 40 h.p. Boilers were built by Mr. Arnold of Chesterfield. Between the old workings and the new pit which is situated at Barlow Lees there is a tramway which is worked by an endless chain passing round a windlass drum and round a flywheel at each end. As soon as the workmen at the new shaft have filled a corve they work a signal wire to the engine man at the main pit who is 900 yards away and when the chain is in motion the empty corves come up as fast as the full ones go down.

It seems that further extension of the workings were needed as in January 1875 another pit was to be sunk at Monkwood. The sinking was to be let; the shaft was 60

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yards deep with no water to contend with. The contract was to be allotted by Mr. Dixon the colliery engineer.

James Mee and William Riddle were charged with having whilst working 160 yards from the pit bottom pipes and tobacco in their possession. Fined 10/- with costs. **Derbyshire Times 5th January 1876.**



Rutland Terrace. Built for the Workers. (ANB).

Good stall men can have constant employment at Monkwood colliery Barlow. They can have houses at the colliery if they so wish. **Derbyshire Times 27th October 1864.**



The Remains of the Downcast Shaft.
(ANB).



Upcast Shaft and Entry to Ventilation Drift.
(ANB).

Monkwood No.2. Colliery.

This walk covers a few miles and was originally written in 1990, some things have since changed but it is basically the same walk. The starting point is at Lea Bridge around SK 36/37 344754 it is worth noting the inscription under the bridge on Keepers Cottage side, you might have to get your feet wet to see it. The bridge was once part of the local pack horse route to Sheffield and Baslow.

An inscription under Lea Bridge reads:

*John Ingman y
Mason & Hugh
Rippon y Thirdbaro
in 1722*

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Lee Bridge. (ANB).

A Thirdbaro was a keeper of the peace or a constable third in line in the local command structure. John Ingham was the mason who built or rebuilt the bridge under the command of Hugh Rippon the constable in 1722.

Walking from Lea Bridge with your back to the cottages walk to the right towards the small footbridge turn left as you cross over the wooden bridge and bear left and follow the brook on your left is a small square stone building which is possibly the remains of an old sheep dip and a small stone built bridge over the brook, the bridge is made of local stone and it diverts the original footpath over the brook as it comes down from Monkwood colliery. At this point the footpath becomes much wider and appears to be stone paved.

On the path at 343759 is an embankment lined with local stone this is the remains of the tramway bridge which carried the coal over the footpath from Barlow Lees colliery to the Old Monkwood or the number one colliery. The footpath is now about twelve feet wide, wide enough for carts and ponies and a little farther on; on the right is the place where the stone for the tramway bridge and footpath was quarried. The footpath climbs uphill and ends up at the colliery.

The remains of New Monkwood or the number two colliery are at 346760 and are raised about fifteen feet above the ground level and the elevation is built by utilising shale and coal waste. The air shaft feeding to the ventilation chimney can be seen it is constructed out of six and a half foot brick arching sat on top of blocks of stone. (This is now filled in as the roof was collapsing). The upcast shaft is about five feet deep now, red brick lined and about eight foot in diameter. Evidence of other brick and stone buildings can be seen and a little further uphill is the downcast shaft. Off the steepest edge of the hill over to the fields was the other tramway that took the coal from here to the number one colliery. The shafts were over 300 feet deep.

The colliery is shown as disused in 1919 and not present on maps of 1876. The colliery may have closed around 1881 when the Monkwood colliery company failed. It is also possible that the pit was mothballed and reopened later on.

There is little to identify that Monkwood number one colliery at 349755 ever existed but the fields at the back of the timber yard once housed several railway sidings for the Monkwood branch line and the coal was loaded here from the collieries that came

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via two tramways. A walk down the branch line starts from the timber yard, cross the road and you will see that the first part of the old line has been made into a road. The line is well defined with the remains of many rotting rail sleepers are lying about, the walls that bound the line are made from grey-white boulders of slag from the iron or steel process and are now discoloured with age. Off the line comes the Nesfield branch line that serviced the Nesfield colliery nearby. This is a pleasant walk that unfortunately terminates at the Sheepbridge industrial estate.

Derbyshire Times. March 18th 1871.

Adoption of the Industrial Partnership System at Monkwood Colliery.

It is becoming to be generally recognised that the combination of capital and labour is highly conducive to the success of any mercantile concern. The principle of any industrial partnerships introduced sometime ago by Mr. Briggs has been found to work so well at the Whitewood collieries and other places that about 12 months ago Mr. Emmerson Bainbridge manager of the Duke of Norfolk's Sheffield collieries resolved if possible to adopt it at the Monkwood colliery near Chesterfield.

Bathurst Main. SK 46/56 47306960

'Batty's Main'.

Information from Abandonment plans of 1893.

Compiled by A.H. Stokes, H.M. Inspector of Mines. Derby. 28th January 1893.

Parish: Scarcliffe.

County: Derbyshire.

Mineral: Silkstone Coal & Fireclay.

Date of Abandonment: 15th December 1891.

Cause of Abandonment: Thickness of seam.

Owner: Lord Bathurst.

Leased to: William Arkwright, Sutton Scarsdale.

Section: Coal: 23 inches.

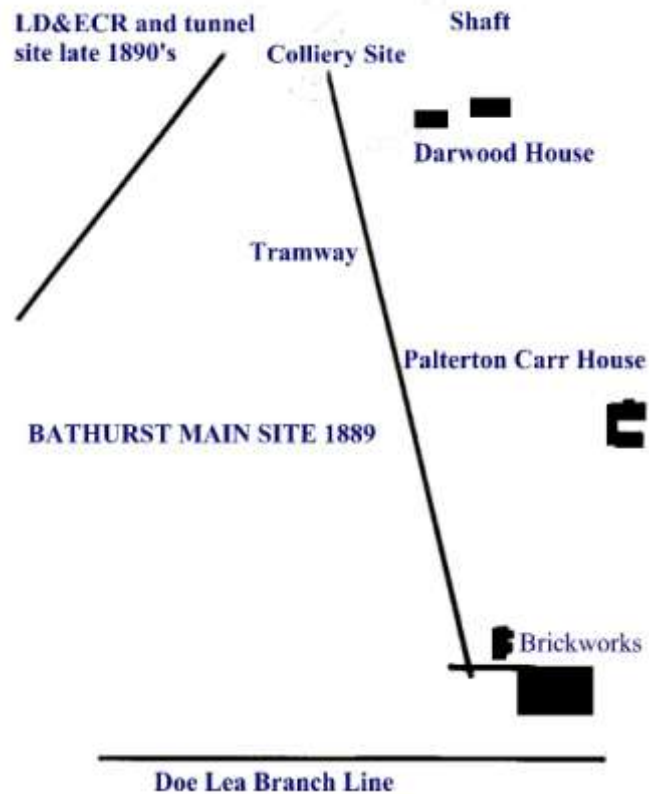
Section: Clay: 30 inches.

Near to the area now known as Carr Vale a small colliery was sunk during the late nineteenth century and affectionately known by locals as 'Batties Main', which was situated to the south of the later Lancashire, Derbyshire and East Coast Railway tunnel between Carr Vale and Scarcliffe, on Darwood Lane, Spittal Green, overlooking the village. Bathurst Main colliery mined coal on land belonging to Earl Bathurst or Lord Byron of Cirencester Park Gloucestershire who purchased the manors of Palterton and Scarcliffe in the middle of the eighteenth century from the Aspley family. It was on this original site that the clays were mined from a small footril. The colliery worked from two small seams of coal, the Wales and Highmain seams. Sometimes called the Upper Silkstone or Silkstone seams.

The colliery worked small scale here until around 1891 (According to. Geology of the Country Around Chesterfield, Matlock and Mansfield. Smith, Rhys and Eden. H.M.S.O.) When work from the early adits and the later shaft ceased officially. Unofficially however the colliery allegedly 'worked' during the miner's strikes of the

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twentieth century culminating in production during the 1972 strike when coal was wound to the surface using an overturned motorcycle as a winding engine. You can appreciate the small scale of the coal mining operations when you realise that the Highmain seam is only twenty three inches thick and the Wales seam between eleven and sixteen inches thick as they run from Carr Vale to Palterton. It was Earl Bathurst along with other local landowners who sought to exploit mineral reserves on their estates but I think they may have been a little disappointed with the coal reserves here.



Colliery Site & Remains. (ANB).

Near to the colliery site a borehole was drilled one hundred and forty feet into the measures below the Highmain coal seam and a water treatment plant was set up for Bolsover Council as the borehole yielded between four and eight thousand gallons of

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water per hour. The water was then treated with lime and pumped up to Bolsover to supply the area. It was possibly still in use during the 1960's.

According to later reports the colliery was in use as late as 1896 when the brickworks were to be sold at auction as a going concern. This raises the question were there two collieries in the vicinity? Were the two adits a later colliery and the single shaft an earlier colliery? The single shaft method of mining was outlawed in 1862 after the Hartley colliery disaster. Or could it be that both adits and the shaft formed one mine?

A lease was taken out for the mine in 1885 (31/12/1885) from Lord Byron for forty years at a cost of £100 this included the Clowne seam which lays at a depth of 497 feet from the surface and is around three feet nine inches thick and another seam which is eleven yards above it. (This second seam is only seven inches thick as the Swinton Pottery Coal). Not really a viable proposition one would think. The lease provided for 257 acres of coal. The mined coal was transported from the colliery to the brick works by fifty chains of haulage rope powered by a 14 horsepower horizontal haulage engine.



The Brick Yard.

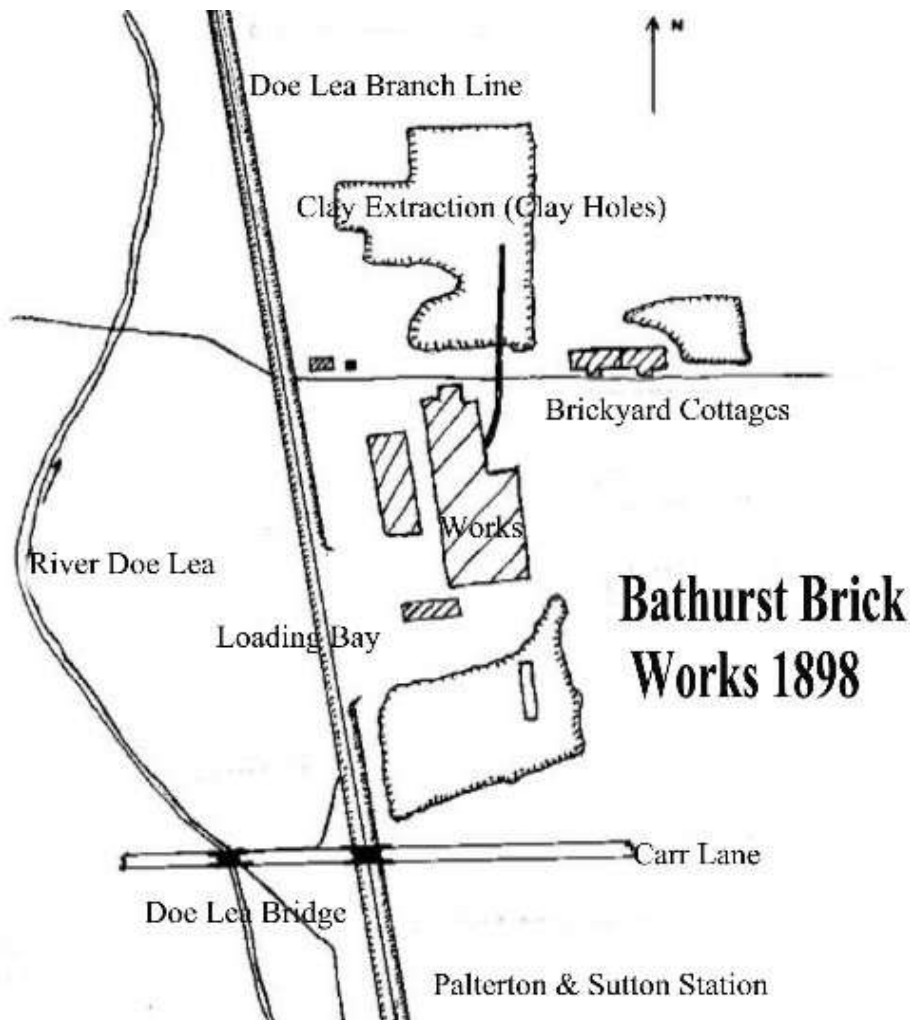
The Byron brickworks or Bathurst Main may have been owned or assisted by the Sheepbridge company who worked the colliery at Glapwell or one of the sister companies of the Staveley company who worked with the Sheepbridge company on many local ventures and who worked the Ramcroft colliery nearby. The name 'Main' would suggest the Staveley company as many of its collieries were named 'Main'.

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Electricity generated at the Staveley companies Devonshire Works was fed to the New Byron Brick company works during 1927 as part of a fifty four point two mile system supplying local industry with power on a six thousand six hundred volt supply at thirty cycles per second. Bricks were manufactured from the clays of the mudstones, silty mudstones and siltstones that were found above the Wales coal seam.

The workings included twenty foot of silty mudstones and siltstone bands overlaying twenty five foot of mudstone and silty mudstone with ironstone bands and nodules. The works closed before the Second World War but re-opened during the war to supply the nations building needs. The clay holes were later filled in with refuse and the site landscaped. It is said that Byron Bricks were the countries hardest and most colliery companies purchased their bricks from here to use at their collieries, these bricks were marked with the name of the particular colliery or firm they were to be used at and so several variations of the same brick can be unearthed locally.

Staveley, Hardwick, Ramcroft, Glapwell, Sutton, Byron etc.



From The Derbyshire Times.

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After the death of the owner a Charles Baker in 1890 the Bathurst Firestone and Brick Company, held under lease from Earl Bathurst and his Trustees under a lease taken out on the 31st. December 1895 for forty years at £100 per annum rent, since reduced to £50 was put up for auction. The Auction was held at the Angel Hotel Chesterfield on Saturday April 5th. 1890. The works were sold as a going concern and included a mine.

In 1893 the works were put up for auction again by Messer's. Byron and Ranglely on October 28th 1893 at 3:00 pm. Again at the Angel Hotel Chesterfield. Property includes a Newcastle kiln with production capabilities of 100,000 bricks per week with a new chimney. Two Galloway boilers and a well for water for the works that was thirty feet deep. An engine house, drying shed, tramway to footril and winding engine. Along with other portable plant. The works is capable of producing 120,000 bricks per week in total. The works is connected to the Doe Lea Branch line of the Midland Railway by sidings and access is made by a good road.

Again the works is put up for auction as a going concern and is again to be sold by auction at the Angel Hotel Chesterfield on February 1st. 1896. By agreement with Pearson and Sons contractors which runs out at the end of June next. Property includes kilns, drying sheds, two eight foot clay pans and fifteen inch rollers, pug mill, brick press, stone crusher, two Galloway boilers, two cottages and the works. The supply of clay is almost unlimited and is thick and of excellent quality. There is a high demand for bricks locally for workers cottages works and underground use with the extensive coalfield building programmes at Bolsover, Creswell, Shirebrook and Warsop.

It would appear then that during this period of short ownership a lot of investment was being made to the works culminating in the sale of the plant during the building boom of the local colliery and housing sites at Bolsover, Creswell, Shirebrook and Warsop for the Bolsover, Sheepbridge, Shirebrook and Staveley companies.



New Byron Brick Co. HK Boulter 1955.

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From the Derbyshire Times Saturday July the 20th 1889 p. 8: col 5.

A Child Decapitated Near Bolsover.

A Colliery Proprietor Censured.

On Friday, the 12th instant an inquest was opened at Mr Baker's brickworks near Bolsover Mr C. G. Busby coroner respecting the death of Mary Tinsley aged two the was killed by three trolleys passing over a on the tramway at the Bathurst Main colliery Bolsover. The inquest was however adjourned until Monday when it was held in at the Anchor Inn at Bolsover. George Thomas Tinsley, Market Gardner identified the body is that of his daughter. The child had gone to stay at Mrs Redferns Bathurst Cottage. The trolley line ran past the house down to the brick yard and it was opposite the cottage where his daughter was killed. There was no fencing to keep people of the line. Mary Ann Radford and said about two o'clock the deceased went out of the house towards the tram line, her own child following her. A few minutes afterwards she heard the trolleys ascending and she ran and found the deceased body lying on the line decapitated. It was about 30 a 40 yards away from the house. The head was completely severed from the trunk. She at once obtained assistance, and had the body removed into the house. There was no fence on either side of the line. She had never complained of the dangerous state of the line. She had never heard anyone speak about a fence being put all to prevent people from getting onto the line.

George Bynot, engine driver at the colliery, said he drove the engine that lowered the wagons from the colliery to the brick yard. The engine was a stationary one, and was situated at the bottom of the incline. When in the engine shed he could not see the line but had a man who gave him signals when the line was clear. On the day named about 3 p.m. the signal to proceed was given. He never heard any jerk as the wagons came down. When near the cottages he always slackened speed. Three wagons when full, weigh about three and half tons. He had never had an accident there previously. He had never had any complaint with reference to a fence being placed on each side of the line.

Henry Smith, Palterton, said he was signal man at the colliery incline. He started the wagons by pushing them off and they follow them down as far as the cottages about 900 yards away. The wagons always stop there, in order that he might see whether the line was clear or not. If it was he waved his hands to the engine driver, who came to the window in the shed. On the day named at three o'clock he did not see the deceased on the line He could see the part of the line where the deceased was killed.

Thomas Redfern, brick maker said the place where the deceased lost her life was a very dangerous one, but he had never received any complaints about it. It was a very dangerous place for children. He could not keep his own children off. He then spoke to finding the body on the line. Captain Smith, said Mr A. H. Stokes had seen the place, but he did not complain to them about it.

A verdict of accidental death was returned, the jury adding the following rider; that they consider Mr Baker the owner of the tramway censurable for not having erected a sufficient fencing at the side of the said tramway, and recommended that such fence be forthwith erected and further that some better system be established with the engine house on the top of the said tramway so that the wagons descending the tramway might be brought direct to a standstill.

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After the fire the building is inspected by Mr. Platts, Mr. Chapman and Mr. Vass. (ANB).



Bolsover Colliery Company. 'Staunch and True'
SK 47/57 46087103



Two Views of the Colliery Just Prior to Closure. (ANB).

Bolsover colliery company was formed after Emerson Bainbridge took up a lease of land from the Duke of Portland to mine coal in the locality in 1889. Twelve men started sinking the number one and two shafts each of fourteen feet in diameter. Three hundred and fifty six yards later they reached the top hard seam that was six feet thick. Coal was first mined late in 1891. The company was chaired by Sir Henry Hall Scott until 1909 and Emerson Bainbridge until his death in 1911, the first colliery manager being Sir John Plowright Houghton. Further expansion of the company led to the opening of collieries at Cresswell in 1896, Clipstone colliery in 1922, Thorsby colliery in 1928, Mansfield in 1905 and Rufford colliery in 1913. Land was leased from several local land owners to expand the company's interests in the collieries: land from the Duke of Portland, Lord Savile and Earl Manvers. The coalfield was often called the Dukeries coalfield because of this.

North Derbyshire Collieries

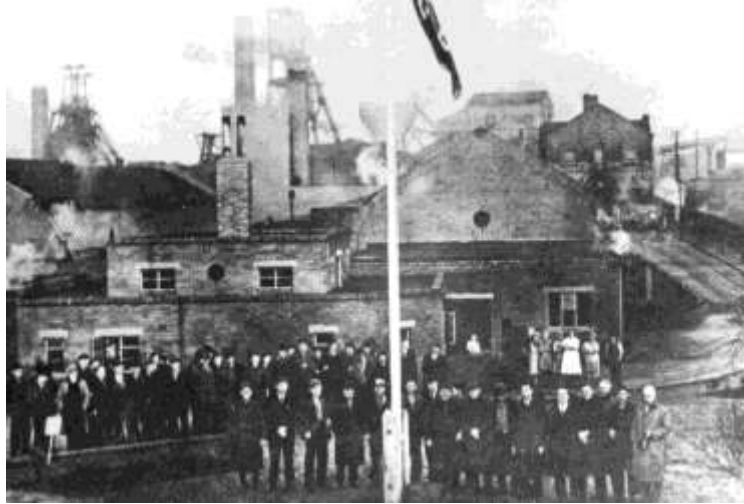


The Colliery 1990. (J. Rayner).

The Bolsover company directorship and William Arkwright of Sutton Hall were responsible for the Lancashire Derbyshire and East Coast railway in its ambitious plan to link the east and west coastal ports to coal produced on the Sutton and other local estates in the 1890's. The plan to export local coal to the coast and then world-wide was not completely successful as the line was initially only to run from Chesterfield to Lincoln and not from Warrington to Sutton on Sea with extensive coal handling facilities on 170 miles of new track as intended.

Close to the town of Bolsover and the village of Carr Vale lies the village of New Bolsover or 'the Model Village' which was created by the paternalistic Bolsover colliery company in the 1890's to house the colliery workforce. The plans were created by Percy Houghton and Emerson Muschamp Bainbridge the chairman of the company in 1888 and revised by Sir Richard Webster. Building work commenced in 1891 and by late 1892 fifty of the two hundred houses were occupied. Included in the design of the village were a miner's institute, school, co-operative store, and orphanage for children of fathers killed in the employ of the company, allotment gardens, Methodist and Anglican churches and a large assembly hall and a bandstand on the village green. The experiment led to the building of the larger Creswell 'Model Village' in 1901 and the creation of Forest Town near to Mansfield Woodhouse.

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Vesting in Day, Private Ownership to Public Ownership. 1/1/1947. (Unknown).

Three types of houses were constructed at New Bolsover, two types to house workers. Single story for small families and double story (attic room) for larger families and the 'Villas' that was nearer to the colliery to house the officials. A tub railway ran from the pit to the village to help in its construction and on completion was used to transport coal for the home fires and bring the night spoil back for disposal. The village was patrolled by the Bolsover colliery police officer and in the 1920's New Bolsover had sergeant G.Murrey and one constable looking after the inhabitants.



(Eric Mouncey).

One of the Bolsover Spitfires.



(J. Ball).

In the second year of World War II, Lord Beaverbrook came up with a novel idea, this was to suggest that towns and communities throughout this country and the commonwealth raise cash to purchase fighter aircraft for the R.A.F. Bolsover colliery raised sufficient funds to purchase two Spitfires at a cost of £5,700 each. No mean feat for the colliery Spitfire fund as Chesterfield was unable to raise enough money to buy one aircraft let alone two. The Spitfire was chosen because of its ability to fire the

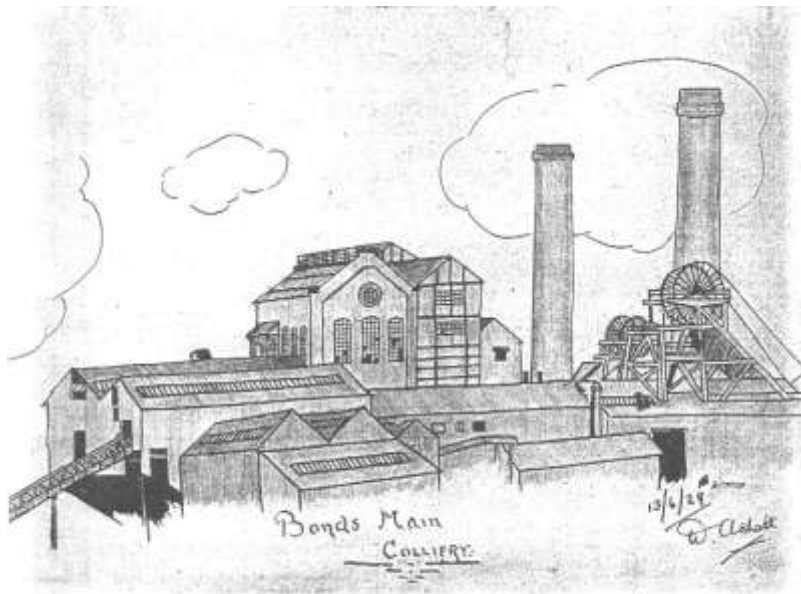
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senses of the populous at a critical period of the war. The miners of Bolsover also donated 1 old penny for every 10/- (50p) they earned, towards the SHEPLEY Spitfire Fund, donated by Mrs Shepley of Holmesfield. Both Bolsover Spitfires first flew on March 26th.1940 and were both of the Mark I's with Rolls-Royce engines from Derby and built by Vickers Armstrong (Supermarine).

Bonds Main Colliery. SK 46/56 420679

In 1882 the Staveley company leased 5,000 acre of coal reserves on the Sutton estates from William Arkwright under the terms of a sixty three year lease. By the year 1885 the new Sutton colliery of Markham number one was in production, demand outstripped supply so a further colliery was sunk nearby at Markham as number two colliery. In 1895 the demand for coal once again outstripped the companies' ability to supply it and so a further lease was taken out by the company for coal on the Sutton estate at Temple Normanton. This area had been worked by small collieries in the shallower seams and the new shafts were sunk 670 yards north, 29 degrees east of the church of Saint James.

Bonds or Bonds Main colliery was sunk from 1895-1898 on the western edge of the Brimington anticline, it started production in 1898 and its supply jointly with the other local Staveley company collieries was 15 million tons per annum. As was the norm for the Staveley company, housing and amenities for the workforce were built locally and at Arkwright. The colliery was probably named after George Bond a Staveley company Director and Charles Markham's right hand man. (1840-96)



13th June 1929.

The original artist is William Ashall former miner at Bonds Main Colliery.

The original drawing is with his Son-In-Law John Whysall.

A branch line was constructed from Chesterfield to the colliery and to Calow Main colliery, the venture was started in 1899 and was completed on May 13th 1901, the

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tack bed was later utilised as part of the new Heath to Chesterfield M1 link dual carriageway. The colliery was sold to the Clay Cross company in 1924 as a going concern and was one of the collieries vested into the Coal Board on Nationalisation in 1947. The colliery closed in 1953 with the workforce being transferred to Arkwright colliery to work the newly opened First Waterloo seam.

Bonds Main Colliery.

28th September 1895.

We are informed on the best authority that a new pit will be sunk on the Sutton Estate near Temple Normanton and that the operation will begin immediately. The coalfield is wholly the property of W. Arkwright Esq. and has been leased to the Staveley Coal and Iron Company Limited. Their present supply of house coal is approaching depletion. The new pit will be fitted with the latest machinery and will turn out 1,800 to 2,000 tons per day.

27th November 1942.

A new pithead canteen for serving hot meals was opened by Brigadier General J. M. Jackson D.L. J.P. of the Clay Cross Company at Bonds Main Colliery on Wednesday. Dinner was served to fifty-six persons after whom Mr. Marsh (chairman of the canteen committee) introduced Brigadier General Jackson who said that he hoped the employees at Bonds Main would use the canteen to the greatest advantage. He also stated that the pithead baths would be added to the canteen when the opportune time came. Brigadier General Jackson is President of the Derbyshire Miners Welfare Committee. Other officials present were Captain G. R. Jackson (Clay Cross), Mr. G. F. Gardiner (Mining Agent) and Mr. C. W. Scott (Senior Mines Inspector), Mr. E. S. Spiller (Architect), Mr. R. J. G. Kearsley (Derbyshire Mines Canteen Organiser), Mr. H. S. Cockerill (Under manager), Mr. G. Froggatt (Canteen secretary), Messrs F. Nottingham, M. Hayes and L. Higginbottom represented the Derbyshire Miners Association Bonds Main Branch.

4th December 1942.

Coal cutting operations were being carried out on the afternoon shift in the Three-quarter seam at Bonds Main Colliery on Friday when an outbreak of fire occurred at the coalface. A call to the North Midlands Mines Rescue Personnel at Chesterfield and Mansfield was promptly answered and an appeal for volunteers for miners of the village most of whom had only left the pit two hours previously from the day shift was responded to magnificently. The men along with the rescue parties and colliery officials carried fire fighting equipment to the scene of the outbreak which was brought under control in a very short time, there were no casualties.

3rd June 1949.

With the utmost co-operation on the part of all concerned Bonds Main Colliery was permanently close at the weekend and the majority of the workmen transferred by mutual arrangement to Arkwright Colliery. Arkwright had previously been worked on a single shift basis and is now working both days and afternoons on coal production.

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The change over has worked smoothly and the men are settling down at Arkwright with encouraging results so far. Even higher productivity is anticipated and the benefits to No. 1 Area and, therefore, to the mining industry as a whole, will be considerable. The output should eventually be doubled at Arkwright. Where productivity is outstandingly high compared with the low efficiency following difficult natural conditions at Bonds Main.

Approximately 40 men were left behind at Bonds Main to carry out salvage work in the pit, an operation that will last at least a year.

To carry out a major operation of this nature the full co-operation of management and workmen at both collieries was essential and in this case Area officials speak highly of the co-operation and goodwill of all concerned. The Area General Manager Mr. W. V. Sheppard was warm in his appreciation of the understanding shown and the help given by the National Union of Mineworkers Officials at Area and colliery levels. Mr. Sheppard regarded the successful closure as a "combined operation" in every sense of the phrase.

5th January 1968.

After an illness of two years the death occurred on Saturday of Mr. William Marsh (77) 8 Nottingham Drive Wingerworth. Before his retirement Mr. Marsh was Manager for 25 years of Bonds Main Colliery and during that period was also Manager for two years of Clay Cross and Danesmoor Collieries.

Mr. Marsh went to Canada to gain experience in mining and while there the First World War broke out. He caught the first boat to England to join up and served on the Western Front. Mr. and Mrs. Marsh have lived in Wingerworth for 16 years and prior to that at Temple Normanton.

Boythorpe Collieries.

Boythorpe Colliery SK 36/37 37997010

Boythorpe Vale Colliery SK 36/37 378685

New Riber Colliery SK 36/37 377707

There have been a succession of collieries and therefore owners of the Boythorpe collieries. John Farey writing in 1811 gives mention to George Booker who was the coal and iron agent for the Smith family enterprises at Boythorpe colliery and who charted the Brimington anticline and the coal bassets in the area. (This Booker may have been related to the shaft sinking Bookers of the Barlow collieries fifty or so years earlier).

A local trades directory mentions Luke Ludlam at the colliery in 1862 along with John Oldfield this gives rise to my suggestion that more than one colliery existed at Boythorpe (Francis White & co. Directory for 1862). During the depression of the coal industry in the 1880's the Boythorpe colliery company was wound up in 1887, but the colliery continued in production under new ownership. The 1914 O.S. Map shows Boythorpe colliery closed but New Riber colliery was still working on Boythorpe Lane under the ownership of the New Riber colliery company with William

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Spoooner at its head. (Bulmer & co. Directory 1895). Employing 22 men underground and 4 on the surface managed by John Wheelhouse.

In 1880 Boythorpe Lane colliery is owned and operated by the Chesterfield and Boythorpe Coal Company.

In 1896 Boythorpe No's 1 & 2 collieries were owned by the Boythorpe Colliery Company and employed 231 men underground and 73 men on the surface, managed by Jacob Pearce. The colliery producing household and machine coals from the Tupton and Silkstone seams.

In July 1882 the Manager of Boythorpe colliery Michael Straw was fined ten shillings and ordered to pay costs of £2:1s:6d For contravening section eighteen of fine Coal Mines Regulation Act of 1872 for not allowing Patrick McDermot to perform his duty as a checkweightman Another report compiled in 1890 concluded that other collieries in the area allowed the miners time for meals, but at the Boythorpe colliery no time was allowed for meals at all.

Other collieries in this area were, Boythorpe Vale colliery, Boythorpe House colliery, Brampton colliery, Fieldhouse colliery, New Brampton colliery and New Riber colliery. The 'Mount' of the Saint Augustine's housing estate is in fact a spoil heap from one of the Boythorpe collieries.

In June 1866 New Brampton Colliery advertised in the Derbyshire Times. 'The pit is now prepared to receive 50 additional colliers, weekly paid dry work. Good steady workmen can have constant employment summer and winter'.

Derbyshire Times. 9th. February 1856.

Messrs. Hoskin, Knowles and Co. Respectfully inform the public that they are supplying the coal at 5/- per ton ex-pit.

Derbyshire Times. 16th. October 1858.

Having undergone thorough repairs, parties may now rely on being supplied with coals and slack in any quantity and superior quality to any previously offered at the above colliery at the lowest prices. Applications for prices to be made to Mr. Spray at the machine opposite the gas house. A. & L. Ludlam.

Derbyshire Times. 2nd. January 1886.

On Christmas Eve a sad and fatal accident to Mr. John Harrison secretary and manager of the Boythorpe colliery company LTD occurred. he was only appointed to the post about three months ago in succession to Mr. G.J. Wood who had left and took up residence in London.

It appears that the colliery has two shafts one for the Blackshale and one for the Tupton seams. They are 200/300 yards apart and are connected on the surface by 2 lines of railway that cross the main road from Chesterfield to Matlock.

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For hauling the wagons about a small locomotive owned by the company is used and on Thursday evening this locomotive was at the Tupton pit at about 6:15 pm. just as Mr. Harrison was proceeding to his residence in Whitecotes only a short distance from the crossing. He walked on and just as he was passing over the crossing the engine which he had apparently on account of the fog prevailing had not observed had been put in motion came up suddenly and struck him.

He was 42 years of age and leaves a widow and seven children. the engine went across to the Tupton pit at 6:15 pm. and it crossed the road in order to get a little speed to push the tubs up the incline to the coke ovens. Mr. William Blanche Hodgeson Boythorpe House colliery manager said his attention had never been called to the crossing in question nor had any complaint been made.

Derbyshire Courier. 27th December 1890.

Few companies give so much encouragement to their employees as Messrs Brewis Bros. the proprietors of Boythorpe Colliery. Sometime ago they gave several treats to numerous London and Chesterfield workmen. Not long ago Mrs. Samuel Brewis paid a visit to the colliery at Boythorpe and was struck with the condition of the ponies that were employed down the pit. She at once devised a plan by which the matter could be resolved. The Boythorpe Collieries belonging to Messrs Samuel, Thomas and Herrington Brewis and the wives of the gentlemen agreed to give several prizes to the boys who treated their with kindness and kept them in the best conditions. The first prize was to consist of a silver lever watch and the remainder to be money prizes. Mr. Pearce the genial and kindly manager assisted by the under manger Mr. Smith and deputies employed at the colliery had the difficult task of judging the ponies which had been done by examining every pony each evening and their decisions have given every satisfaction. On Tuesday afternoon as the pony drivers were leaving work they were called into the joiners shop and Mr. George Brewis made a presentation. There were also present a number of the officials and workmen.

Derbyshire Times. 4th May 1878.

On Wednesday morning an outburst of gas occurred at the Chesterfield and Boythorpe Colliery Co. by which between 300/400 colliers narrowly escaped with their lives and have for sometime been throw out of employment. The men went to work at the usual hour of the morning at about 7.00a.m. The roof of the workings got on what is called the "dead weight" in the south workings caused by the falling in of the strata and a large quantity of gas more than the ordinary ventilation was capable of dealing with became dislodged from its position.

A man in the underground engine room was first to notice the presence of the explosive gas by seeing fire in his lamp. He immediately sent the alarm along the whole workings and all the naked lamps and lights were extinguished. There was a general rush of the men to the bottom of the shaft and the whole of the men were conveyed to the surface fortunately without any suffering any injury. If the gas which had been released, taken fire a terrible explosion must have followed, the quantity of gas in the pit is estimated to have been something about 400,000 feet and extended over an area of two miles of workings.

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So precipitous was the rush by the men to get out of the pit that a large proportion of them came to the bank in a state of almost semi nudity and had to borrow sacks and cloths and anything that could be converted into covering to walk home in. If the prompt action in extinguishing all lights when the alarm was given had not been carried out the consequences would in all probability been the sacrifice of 300 lives.

2nd March 1878.

In reference to the extraordinary robbery of Mr. G. J. Wood cashier of the Chesterfield and Boythorpe Colliery Co. of £1,000. On Friday a daring robbery was committed at The Midland Railway Station Derby in remarkable circumstances. For many months past an accountant in the service of the colliery company has gone to Derby to meet a gentleman from the Bank of Burton from which he received a sum of £1,000 for the purpose of paying wages at the colliery. On Friday shortly before noon the usual transfer of cash took place. The accountant then proceeded to the refreshment bar on the platform for a few moments then returned to the Chesterfield train as was his custom and deposited the two bags containing £1,000 in gold and silver on the seat of the carriage, on the same seat was another bag belonging to Mr. Williams of Birmingham a director of the colliery company.

The accountant walked up and down the platform conversing with Mr. Williams. Upon casting a glance into the carriage their suspicion that anything was wrong was no way aroused as the two bags and that of Mr. Williams looked all right. There can, however, be the slightest doubt that during this conversation the two thieves had been closely familiar of the cashiers movements and entered the carriage from the offside and replaced the bags of gold and silver by two other bags similar in size and shape exactly corresponding with those of the colliery company. Two men were seen to enter the offside of the railway carriage at the supposed time of the robbery when no notice was taken of them they withdrew. Just before the starting of the train to Chesterfield the cashier had occasion to lift the bags and was shocked on discovering the substitution.

Information was passed to the railway authorities that lost no time telegraphing Nottingham and elsewhere. During the day Mr. Williams returned to Burton and made arrangements for the withdrawal of more money in order to discharge the payments of wages to the colliery people.

30th November 1878.

A free pardon has been granted to one of the prisoners George Wright who was sentenced to five years penal servitude at the Derby assizes for being concerned in the robbery of £920 from Mr. Wood secretary of the Chesterfield and Boythorpe Colliery Co. at Derby Midland Station in February last.

Derbyshire Courier. 22nd October 1904

Alarming Colliery Explosion At Chesterfield. (Riber Colliery).

Damage to the extent of £1,000 or more, was done by an explosion which occurred on Thursday night about six o'clock at the Riber Colliery, in Boythorpe Lane, Chesterfield. This

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colliery, which is a small one employing about 50 hands when worked to its fullest capacity, is owned by Councillor Wm Spooner, and was opened out by him about ten years ago. The workings are entered by means of an inclined tunnel, or footrill, about 100 yards in length. No machinery of any kind has been employed in the pit. The coal has been hauled along the easy gradient of the footrill, and the air-current in the roads has been generated by means of a furnace fire directly beneath the upcast air- shaft on the summit of Boythorpe Hill.

Some four months ago the work of coal getting was suspended for the summer in consequence of the depression in the soft coal trade. The fire producing the air-current was left to burn itself out in the furnace. Six weeks ago the alarming discovery was made that the coal measures in the vicinity of the air- shaft were on fire and it is considered that there ignition was due to the furnace fire in some way. An attempt was made to smother out the flames by sealing up both the footrill tunnel and the airshaft, but at the end of a month it was found that the fire was still progressing. Mr. Spooner then decided to employ a gang of men to approach the flames and suppress them if possible from the direction of the entrance tunnel.

Day by day the men approached nearer and nearer to the locality of the fire, but the constant increase of the heat rendered their task increasingly heavy each day, until, of late, it had become well nigh impossible to proceed further with it. The half dozen men employed in the workings on Wednesday suffered so severely from the intensity of the heat that they were in a state of physical exhaustion on leaving the pit. On Thursday morning, however, the task of combating the flames was resumed by three men, William Milner of Walton, the manager, J. Tomlin and James Mellor, both of Brampton. They stuck at their task until about half past three in the afternoon, by which time the heat had become altogether unbearable, and therefore they left the workings and made their way to the surface. On the road there one of the men made the remark that he would not be surprised if an explosion occurred before morning.

On reaching the surface they proceeded as usual to close up the tunnel mouth, so as to shut off as far as possible current likely to feed the flames and left the premises. Two hours later a terrific explosion occurred. The shock was so severe as to be felt all over the western parts of the town, and Councillor Spooner at his residence in Goldwell Hill heard the report and very shortly afterwards was apprised of its cause and its significance. The severity of the explosion was such as to break several windows of houses and buildings in the immediate locality of Boythorpe Lane.

The noise and shock were of so alarming a character as to bring hundreds of people out into the streets in search of the cause. Darkness had set in by then, but on ascertaining the meaning of the explosion, large numbers of people began to assemble in the vicinity of the colliery sheds; Inspector Evans and two or three of the Borough Police Force arrived at the scene of the explosion within a few minutes of its occurrence and kept back the crowd of curious spectators. Notwithstanding the darkness the crowd of sightseers were able to perceive that the riddling sheds and timber staging at the pithead had been totally destroyed, but it was only when lanterns had been procured were the full surface evidences of the explosion completely revealed. Mr. Spooner was on the scene within half an hour and took charge of the exploration party. They discovered that the whole of the footrill extending from the entrance for fully 50 yards up the slope of the hill had been split open and the large segments of brickwork had been ploughed up and spread on either side like a gigantic furrow.

The whole of the head works and approaches had thus been totally destroyed, the timberwork being smashed to match wood. It is supposed that the damage done to the timbering in the roadways must also be very considerable but the extent to which this had suffered could not of course be ascertained at the time of writing but will become apparent when His Majesty's Inspector of Mines Mr. A. H. Stokes makes his investigation. The matter was reported to him the same evening and he will in all probability visit the pit today.

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As we have previously stated the only three men employed in the pit left the locality at four p.m. and none of the horses used for haulage purposes were stabled either in or near it fortunately, therefore, there was a total absence of loss of life or injury to man or beast which is so often associated with colliery disasters of a similar character. Mr. Spooner's losses, we understand are not covered by insurance in the slightest extent.

As to the cause of the explosion, although several theories have been advanced, the most tenable appears to be that which attributes it to the gradual accumulation of gas due to the combustion of the coal measures. The coal, which is described as the "Tupton three quarter" house coal, contains a large percentage of gas and used to some extent for gas manufacturing purposes. The supposition is that the gas accumulated after the cessation of work, at a greater rate than had previously been the case, probably owing to atmospheric changes, and being driven on to the burning seam caused the explosion.

Brampton Collieries.

Brampton Colliery SK 36/37 368703

New Brampton Colliery SK 36/37 373699

A colliery in an area that was served by many small collieries prior to it coming on stream in 1868 as the following advert announces. Derbyshire Times, **28th. March 1868** to Sinkers and Others. Tenders are requested for sinking a new shaft down to the Ashgate seam of coal near to the Chain Bar Brampton, sealed tenders endorsed "Tender for Sinking" and addressed to Mr. John Johnson Brampton Colliery offices to be delivered not later than 8th. April Next.

The colliery worked using a horizontal pumping engine with a 16 inch link motion, and two 16 inch horizontal steam winding engines and drums manufactured by the local firm of Oliver and Co.

An accident occurred here in October 1871 when a miner from Brampton named William Bradshaw was killed in the pit bottom. He was transporting tubs to the shaft side and was of the opinion that the chair was in the pit bottom which it was not. The tubs ran away and fell some 15 yards into the sump at the bottom of the shaft which was full of water. As a result he himself was dragged with the tubs into the sump and killed.

In July 1872 Walton Mill was put up for sale by Thomas Irving. A piece of the land was sold to the Midland Railway Company to provide access by rail to Brampton Colliery. In 1880 New Brampton Colliery was owned and operated by Knowles, Wright and Knowles. In 1896 the colliery was owned by J. Pearson and managed by T.D. Croudace with W. Holland as his under-manager. The colliery employed 39 men underground and 8 on the surface and produced machine coals from the Tupton and Threequarters seams.

John Blair has now a full supply of really good Blackshale coal at 5/6d per ton at the pit. Cartage extra. Brampton 1/- per ton. Chesterfield 1/5d per ton. Derbyshire Times **September 3rd. 1887.**

Brampton colliery was sold by auction on Thursday 27th March 1884 at the Angel Hotel Chesterfield. the auction started at 3:00pm to sell the colliery and plant. It

North Derbyshire Collieries

comprised of winding and pumping engines, tubs and rails the colliery buildings including the engine house, offices and workshops and between four and five acres.

Earlier in 1862 the colliery wanted 20-30 good pickmen and in 1866 the colliery was asking for an additional 50 men, to work in dry and steady employment winter and summer.

It would appear that there was also a New Brampton Colliery at Loundsley Green in 1861 run by Nichols and Fletcher.

In the early Brampton collieries the seams were shallow and small and a man could not physically work on the coal in the conditions that prevailed and so small agile children were used in their place.

Derbyshire Times. 3rd September 1864.

To colliery owners and others – to be sold by auction opposite the National School Brampton a weighing machine calculated to weigh 4 tons, 10 coal wagons and pit corves. The sale is to commence at 1.00 p. m. at the Three Tuns Inn Chesterfield.

28th March 1868.

Tenders are requested for sinking a new shaft down to the Ashgate Seam of coal near to the Chain Bar Brampton. Sealed tenders endorsed “Tender for Sinking” addressed to Mr. John Johnson Brampton colliery offices Chesterfield to be delivered not later than 8th April next.

14th June 1873.

An inquest was held into the circumstances attending the death of Joseph Talbot pit sinker who was killed in a pit being sunk at Brampton the property of R. W. Jackson Esq. M. P. for West Hartlepool by an explosion of gas. Henry Walters stated that he was the manager of the Brampton coalmine. One shaft went down to the Blackshale coal about 65 yards. Another shaft is being sunk to the same coal and is about 36 yards down. The sinkers were engaged in putting some iron tubing about 22 yards from the surface and they were working on a wooden scaffold suspended by four chains and strong hemp rope attached to the treble gear crab winch. Suddenly there was an explosion.

6th December 1873.

Henry Walters manager to Ralph Jackson M. P. owner of Brampton colliery was summoned for contravention of the “Mines Regulations Act 1872” for not having published special rules in conspicuous places for inspection. The Inspector went into the Old Brampton colliery on the 10th November and into the engine house and found a connecting rod and crank unfenced. The third charge was for permitting gunpowder to go down the pit and to be used otherwise than as cartridges. On the 10th November he found in stall no. 21 some gunpowder in a tin canister. He also found gunpowder otherwise than in cartridges in a tin can.

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The Bench considered that they had to convict and they found the defendant £5 plus costs on each charge a total of £17- 13- 6d and told him that they had been lenient as the penalty could have been £20.

9th August 1876.

Coal screened 11/- per ton, unscreened 9/6d per ton, Nuts 5/- per ton, Unscreened nuts 4/- per ton Pit slack 2/- per ton. Cash on Delivery.

Derbyshire Times. 20th January 1877.

Brampton Colliery.

Coal screened	11/-	per ton at the pit
Coal unscreened	9/6d	“ “ “ “ “
Coal nuts	5/-	“ “ “ “ “
Screened slack	4/3d	“ “ “ “ “
Pit slack	2/-	“ “ “ “ “

Cash on Delivery.

7th July 1877.

Samuel Hoskins Manager of Brampton colliery was summoned for two offences against the Coal Mines Act.

1. By employing persons in the Cutthorpe colliery without there being two shafts communicating with each other.
2. For not causing an adequate amount of ventilation to be produced so as to dilute and render harmless the noxious gases in the pit. Since the Inspectors visit the pit had been closed and in consideration of that they had agreed to accept a penalty of £5 in the first case and £1 in the second case both with costs.

3rd January 1880.

Hand picked coal 9/6d, Screened coal 8/6d, Screened slack 4/-, pit slack 3/6d all prices per ton at the pit.

26th May 1883.

For sale horizontal engine with 16 inch link motion by Oliver & Co. One pair of 16 inch horizontal winding engines and winding drums by Oliver & Co.

19th March 1884.

To be sold by auction on Thursday 27th March at 3.00.p.m. at the Angel Hotel Chesterfield the valuable colliery plant comprising of winding and pumping engines, pit tubs and rails the colliery buildings including engine house, office and workshops and between four and five acres of land.

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Wash House Colliery Brampton, Map Ref 35607025 Richard Robinson 2.3.2004

I have found a map of the colliery workings in the Robinson Archives at County Records office when I was researching the history of both Walton Corn Mill and Cannon Mill. An earlier map was dated 1844 and showed less extensive road ways. A later map shows a working with a later date of 31st Oct.1887.

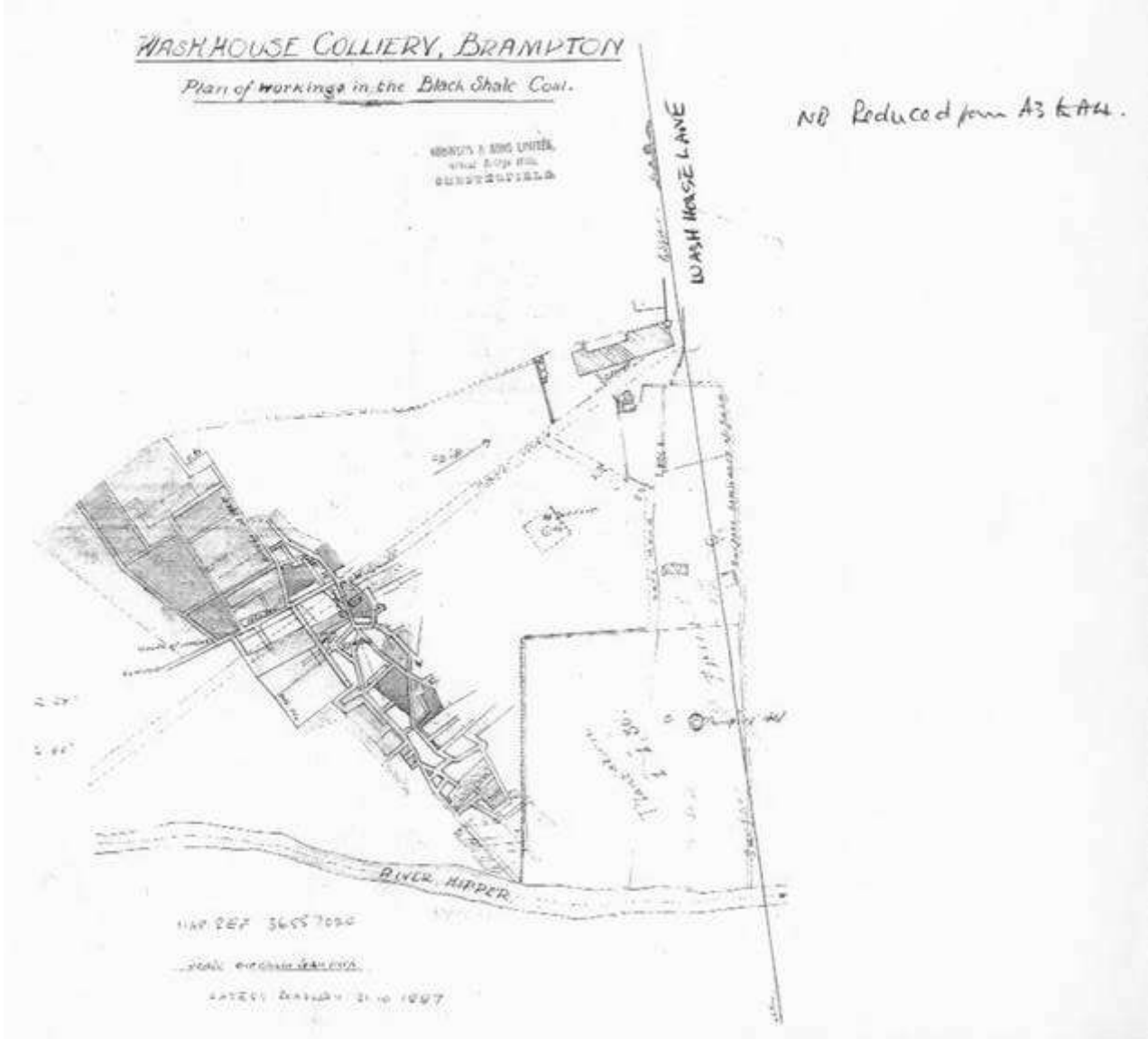
There is now no evidence on the ground of the workings. However when the Boot's houses off Oldfield Avenue were being built on the eastern side of the site in about 1996 a hole appeared where a Digger had gone over a roadway. The same thing apparently happened when the swimming pool was being built at Ryeflatt in 1937/38 - a huge hole appeared overnight where they had been digging the day before! I also remember that I was given the impression that the foundations of Ryeflatt were reinforced because of the drift mine nearby.

What is certain that the whole of the area where the 22 houses were built was drilled every 10m or so and 2000 tons of Power Station ash mixed with cement pumped into the drilled holes in the ground. Quite frequently coal came up with the spoil from the drill shafts and occasionally water spurted up under pressure!

The only other visible indications from the site are the drains into the river Hipper, on the SE corner of the workings and also where the word Drain? is written on the map. Water is flowing from the upstream pipe in the bank at the position marked for most of the year and also the pipe positioned just below the weir.

The pump Shaft marked on the SE side of the map is something of an enigma, Was it dug to drain the workings? Are the figures 1.1.30 the date it was dug ie.1st Jan.1830? More probably, it was dug to supply water to Walton Dam in periods of drought; In dry summers, Robinson certainly used it for this purpose, over many years. It was last used in 1976 when the level in the well, which was about 60ft deep, fell by 12ft over some days, only to recover in 24hrs when pumping ceased! The treatment Tower for the water from the well was only demolished about 10 years ago. The drain from the pump that goes SE on the map and goes into the river, is contaminated with high levels of ochre(unstable ferrous /ferric oxide) that are visible in the river.

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Brimington Collieries.

Brimington Colliery SK 36/37 397729

Brimington Common Colliery SK 47/57 40707275.

Brimington Colliery.

Derbyshire Times **January 16th. 1875.** To let the getting and banking of coal at the above colliery. None but experienced miners need apply. Applications to be made to Whitebank House Derby Road.

Derbyshire Times **February 6th. 1875.** To be sold by auction all the valuable colliery known as Brimington Colliery with a valuable bed of Silkstone and other seams of coal and ironstone situate at Brimington. With the freehold close of land known as 'Punches' and also a close of land called 'Renshaw', the shafts of the colliery are sunk in the lastly named close of land. Together with a valuable steam engine, machinery, gearing, shafting, wagons and other effects belonging to and used by the vendor in working of the said colliery. The coal can be profitably and speedily won.

This colliery was on Brimington Road at around 397729 on the site of the Crematorium.

A small colliery in 1896 which is reported as employing 3 men underground and 1 on the surface, the manager is Mr. S.M. Lancaster for his own company at Brewery Street, Chesterfield. Mining house coal from the Silkstone seam.

Brimington Common Colliery.

Derbyshire Times 19th. May 1883.

Mr. T.Wardle is to sell by auction on 29th. May Brimington Common Colliery and the whole colliery plant and workshops etc. Engine House with Cornish boiler 16 foot x 6 foot diameter. Winding engine 10 inch cylinder 20 inch stroke link motion, 2 pulleys 8 foot diameter. Headgear 24 foot pitch pine new. 2 pit cages, 10 trams, carts, weighing machine. Carpenters and blacksmiths shops. The auctioneers can confidently recommend the above most of which have had little or no ware and have only recently been erected. Engine house with a blue slate roof 17 foot x 21 ½ foot. Offices 17 foot x 12 foot x 8 foot high. Workshops 34 foot x 13 ½ foot. Colliery situated on Manor Road at 40707275.

Bagshaw Colliery SK 36/37 397760

Derbyshire Times. 15th February 1868.

Coal is delivered in Chesterfield at the following prices.
Orders left at Mr Hopkinson Glueman Gate will be attended to. Stephen Sayer Proprietor.

Tinkersick Colliery SK 36/37 396731

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Brimington Colliery – Owners.

No. 1.	1854 – 1858	J. Knowles.
No. 2.	1854 – 1855	W. Ripley.
No. 3.	1867 – 1869	Stephen Sayer.
	1870 – 1871	Locoford Coal Co. Ltd.
	1872 – 1879	Tapton Coal Co. Ltd.
	1880 – 1881	Philemon Hicks, Brimington Lane Colliery.

Brimington Lane Colliery.

No. 1.	1874 – 1876	C. Black.
No. 2.	1874	Robert Carr.

Broad Oaks Colliery SK 36/37 390710



Markham Works formerly Broad Oaks.

The foundry and ironworks at Broad Oaks was originally a thriving business dependent on local coal and ironstone mined on site. It produced much of the plant required for colliery operations such as winding engines, washery plant and the 'nuts and bolts' required by local mining companies. The name Broad Oaks was first used on an ironworks which was to be found at the bottom of Storforth Lane at Hasland which was later transferred to Chesterfield with the owner Mr. E. Eastwood residing at Hasland Hall, Hasland. The original company suffered hardship and went into liquidation as a result of the depression of the coal and iron trade in the 1880's.

The following articles which appeared in the Derbyshire Times show the demise of the ironworks during the depression of the 1880's.

12th March 1886. A well attended extra ordinary meeting was held by Oliver & Co Iron founders to discuss the difficulties the firm were currently in due to the depression within the iron trade. The chairman Mr.E.Eastwood J.P. last week petitioned the high court for a winding up order for the company.

27th March 1886. The high court had heard the petition from the chairman Mr. Eastwood who was both a creditor and a shareholder of the company. The nominal

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capital was original £20,000 but was later increased to £80,000. The property consisted of a freehold plot of land with ironworks and built in railway sidings. Also in Chesterfield was the Victoria Iron Foundry comprising of plant, materials, tools and stores.

In 1888 after the death of his father, Charles Paxton Markham took over the Directorship of the Staveley Company (he chaired the meetings of the company as early as 1894 aged only 29). A man who would not suffer fools easily and like his father an anti-Trades Unionist he decided to purchase for himself the Broad Oaks Works in 1888 after the original company of William Oliver had gone into liquidation. His far sighted gamble paid off and the new Markham Works produced, initially with 150 men raising later to 600 men produced and erected blast furnace and steel rolling mills, steam winding engines and colliery washery equipment for the British coalfield. Boasting that 1/5th of all British coal was 'wound over gear that was produced by his company'.



Capped off Shaft on the Works. (ANB).

He was also instrumental in the building of Spital and the demolishing of the 'Dog Kennel' slums on what is now Markham Road in Chesterfield. He was a well known benefactor and Philanthropist in the area and was a J.P and served as Mayor of Chesterfield.

One peculiar sideline of the company was to be the sole agent of the Ford Motor Company and selling the Model 'T' touring car from the works in 1914 for the princely sum of £135, or the Runabout model for £125. Both 'Fully Equipped'. The company later passed into the hands of the Staveley company after Markham's death in 1926.

The area around the works was able to easily access the Silkstone or Blackshale coal and ironstone seams, these were at an easily mined depth from the surface and were exploited by several collieries throughout the nineteenth century, the remains of which are still there today.

Broad Oaks colliery comprising of three shafts, two are coupled together underground by a 'level road', one shaft being at least 210 feet deep into the Silkstone seam. The

North Derbyshire Collieries

third shaft appears to be an early one but one can presume this also will access the Silkstone seam.

The collieries would I suppose have worked primarily the Blackshale ironstone Rake above the Silkstone seam for use at the iron works and of course use the coal to make coke for smelting.

Also on the same site is Old Hady colliery this has three shafts into the Silkstone seam the bottom of one shaft is 270 feet deep. You can still see the 'bee hive' cover for this shaft. This area originally produced ironstone for the Griffin iron foundry of the Smiths in Chesterfield.

A single shaft exists at Hady Farm from an old colliery which is thought to be the site of Hady Hill Colliery SK 36/37 392709.

About the area of Piccadilly Farm there are at least ten shafts recorded, the colliery is around SK 36/37 392714.(Worked primarily Ironstone the coal was a bonus).

Calow Collieries.

SK 47/57

ALLPITS OLD COLLIERY SK 41262 71898

ALLPITS NEW COLLIERY SK 41427 72020

ALLPITS OR WESTWOOD IRONSTONE MINE 414719

CALOW COLLIERY 413712

CALOW OAKS COLLIERY 415703

CLARKES COLLIERY 41427129

SK 46/56

CALOW MAIN COLLIERY 417698

CALOW OLD FURNACE COLLIERY 419699

The first edition Ordnance Survey maps of the area from 1840 show several old shafts and coal pits in the village and its surrounding area. Some of these may well be dual purpose working for coal and ironstone. The seam worked was predominantly the Blackshale seam and the Yard seam on its basset from Brimington to Calow Green on the eastern edge of the Brimington anticline. Old coal pits were sited in Allpits Plantation on the side of the Trough Brook and on both sides of Blacksmith Lane, the later Second Edition Ordnance Survey maps show more old shafts and Calow Colliery on Blacksmith Lane is abandoned.

The following is an extract from the 1895 Bulmer and Company trade directory: 'The soil is various, blue and yellow clay and in some places very stony. Both coal and iron have been worked here for some time, and a blast furnace was operated here. There is reason to believe that sufficient coal remains to leave a margin of profit in working it and the experiment is now under trial by John Blair and Sons of Brampton at Allpits Colliery'. (Manager Henry Blair, Managing Director John Blair). Iron mining and smelting had taken place here at least since Roman times.

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To the east of Allpits colliery was an earlier mine which produced coal and ironstone for the Adelphi iron works, the minerals were transported by tramway from the pits to the works. This is shown on early one inch maps surveyed around 1830, the map also shows a static steam engine used to assist the movement of vehicles along the tramway. As we move south east along the anticline further collieries are in evidence, Calow Oaks colliery drift and shaft (1900). Then on to two collieries belonging to the Staveley company, Calow Old furnace shaft sunk prior to 1851 and Calow Main drift sunk in 1899. Two brick yards were built in Calow to supply the collieries in the nineteenth century one to supply Calow colliery on Church Lane (Back of the old Bextons butchers shop). The other on Blacksmith Lane supplying Allpits colliery. (The pond being the remains of the clay hole).

To give some idea as to the size of the coal workings in Calow the following is the seam section from Calow Colliery in 1873.

Coal- 14 inches.
Dirt- 14 inches.
Coal- 27 inches.
Dirt- 14 inches.
Coal- 27 inches

Stone Sleepers.



Stone Sleepers. (Two Pence Piece on Top). (ANB).

The early mineral railways used a system of wooden rails of oak with a wear strip on top usually of a hard wood such as beech that could be replaced when worn. Angular cast iron rails could also be used resting on small circular stones (allowing horses or ponies to walk between the rails), not unlike small mill stones. Holes were drilled into the stones which were plugged with lead or wood. Iron nails or pins could then be driven through the holes in the rail flange and then into the stone, thus securing the rail. One sleeper per side of rail. At the turn of the century the stone sleeper system was replaced by using wooden sleepers which supported two rails at right angles. Two such stone sleepers exist at the side of the stile across from Lodge Farm near to the site of Allpits Colliery.

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J.E.Addlingtons Mine.

Across from the White Hart Public House is Lodge Farm. To the rear of the farm is the basset of the Tupton seam which was worked from the 1920's to the 1930's by a footril mine. The abandonment dates are from 1926-1936. Presumably worked by the owners of the farm.

Allpits Colliery.

Initially the colliery was worked early in the 19th. Century by two shafts to the south and adits to the north in the blackshale seam and possibly the deep soft seam. The workings were never more than 40 metres from the surface and the mine only worked around the basset edge of the seam which runs in a north south direction.

It was later worked by Blair and Co. Of Brampton by three shafts and an older footril, the shafts being four, twenty two and twenty five yards deep into the Blackshale seam. The workings show abandonment dates of 1857, 1897 and 1922-1923. The colliery was put up for sale in March 1900. The colliery comprised of 16 acres of coal left to work with a seam of 5 foot 6 inches.

It would appear that there were two collieries at different times working here. The later colliery working further down stream from the nature reserve site. Coal was carted on a small railway or tramway from the newer colliery possibly to the older colliery site and then away by road. The newer of the two collieries had shafts which were only six yards deep into the seam. The coal was worked between the two collieries. The abandonment dates are 1922-1923.

Calow Colliery.

Sunk on land belonging to the Duke of Devonshire further south than Allpits colliery and worked by the Hardwick and Chesterfield colliery company, 68. Saint Helens Street Chesterfield utilising shafts of six (air shaft to east) and twenty three yards deep (to west) into the Blackshale and Yard seams as they split up. The seam dips at 1 in 9. Workings abandoned 1873-1876. Thin seams of Cannel, Brunch and Sparkle Coal were to be found within the workings.

Calow Main Colliery.

A mine using two drifts sunk in 1899 and 1927 into the Blackshale seam and possibly using the two old shafts of the Old Furnace colliery for further ventilation. In January 1908 the colliery was joined to Bonds Main underground and the colliery was part of the Bonds colliery. The mine exploited the Blackshale seam initially and the Deep Soft seam in the 1920's, the Staveley company owning the colliery until April 16th. 1927 when it was abandoned and superseded in the 1930's by Arkwright colliery. A branch line construction was started in 1899 and completed on 13th. May 1901, from a point about two miles from Chesterfield to the Calow collieries belonging to the Staveley Coal and Iron Company Limited. The drifts at Calow Main were fabricated in brick.

On the site of the colliery one of the drifts is capped off and an inscription reads

North Derbyshire Collieries

'Mine Shaft Capped 2nd Nov 1966'.



(John Hall).



Mortgage Debenture No.188 for £10 at 10% for the Calow Colliery Company Limited

October 13th 1875

Calow Oaks Colliery.

Worked by a shaft and footrel, the shaft being eighteen yards deep to the Blackshale seam, it may have worked the Silkstone seam as well. The colliery was abandoned on 31st. July 1903, possibly as a result of being too close to the L.D.&E.C.Railway workings although the workings run away from the railway. A small section of coal was worked here.

Calow Old Furnace Colliery.

The colliery worked the Blackshale and Dog Tooth ironstone seams possibly from two shafts and was originally owned by Coke, Turner and company of Nottingham.

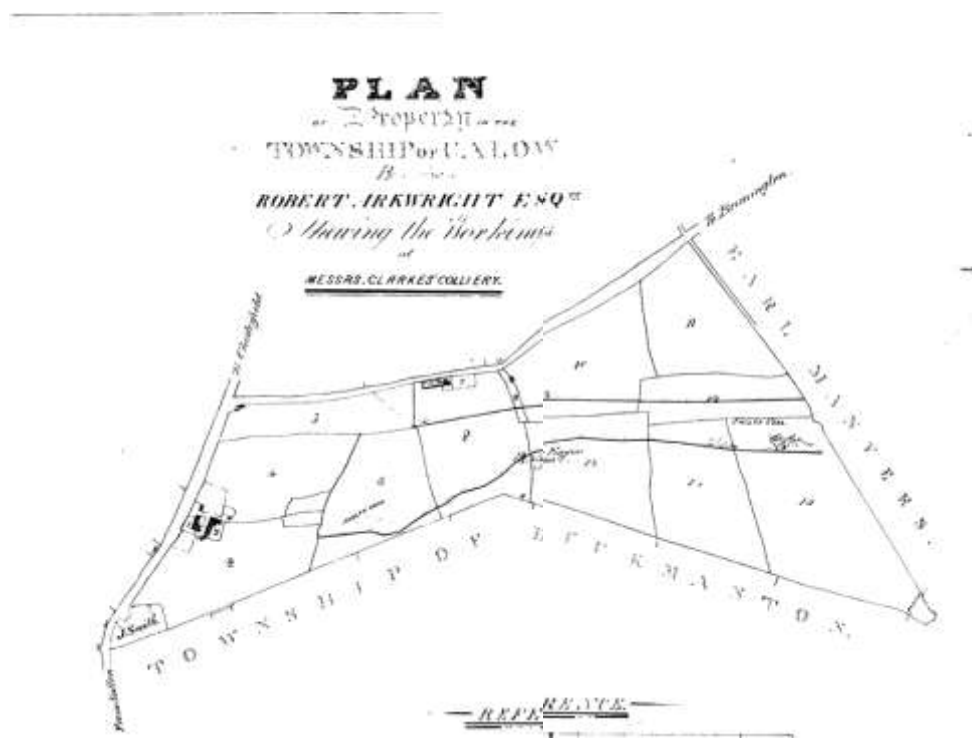
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The shafts initially ventilating Calow Main colliery of the Staveley company nearby, the colliery was abandoned by 1851. One shaft is in Calow Main yard area and the other is across the road in a field.

Situated on Robert Arkwright's land at Calow, this colliery working the Ashgate and Blackshale seams. The plans for the colliery are dated May 6th 184? and were drawn up for the Arkwright's by J. Richardson of Chesterfield. The colliery was abandoned in 1873. At an area near to SK 47/57 41427129 there are shown two shafts and a New Engine Shaft. One can presume this colliery was working prior to the plan being drawn up. There are also two more shafts at 41407120 and another at 41357130.

Clarkes' Colliery.

Situated on Robert Arkwright's land at Calow this colliery working the Ashgate and Blackshale seams. The plans for the colliery are dated May 6th 184? and were drawn up for the Arkwright's by J. Richardson of Chesterfield. The colliery was abandoned in 1873. At an area near to SK 47/57 41427129 there are shown two shafts and a New Engine Shaft. One can presume this colliery was working prior to the plan being drawn up. There are also two more shafts at 41407120 and another at 41357130.



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REFERENCE

No.	Quantity and Description	Quantity	No.	Quantity and Description	Quantity
	<i>Beacon Sash</i>	1 11		<i>Leeds Smith Christ?</i>	1 11
1	<i>House, Church, & Gardens</i>	1 12	10	<i>Old Sash</i>	2 0 15
2	<i>Croft</i>	2 2 23	11	<i>Do</i>	2 2 23
3	<i>Blacksmiths Shop, Tins</i>	1 2 10	12	<i>Rough Sash</i>	1 2 27
	<i>Beacon Sash</i>	1 2 15	13	<i>New Sash</i>	2 2 25
4	<i>House, Barn, & Yard, & Cattle</i>	1 2 4	14	<i>New Sash</i>	2 2 25
5	<i>Wallow W. Close</i>	2 1 4	15	<i>Shaw Close</i>	2 0 12
6	<i>Over Sash</i>	2 2 2			10 2 50
	<i>Clark, Alison</i>	1 0 20			
7	<i>House and Garden</i>	1 15		<i>Beacon Sash</i>	1 2 13
8	<i>Other House and Field</i>	2 2 1		<i>Beacon Sash</i>	1 2 20
9	<i>Weighing Machine & Lom</i>	1 16		<i>Clark, Alison</i>	2 0 12
		2 0 12		<i>Leeds Smith Christ?</i>	1 2 20
				<i>Total</i>	51 0 5

Derbyshire Times. 27th. May 1876.

Calow Colliery Company will deliver to any part of the town best Silkstone 10/6 per ton, slack 4/6 per ton. Agent Mr. Joseph Rooth 9 Packers Yard Chesterfield.

13th. November 1880.

Valuable freehold land and minerals at Calow. To be sold by auction by J. Turner and Son. (by order of the mortgagees) at the Angel Hotel Chesterfield.

Lot 1 Frogg Park, the Long Lea, Jenkin Wood Meadow, Middle Baggaley Close, Upper Baggaley Close. The Long Lea is arable and the rest is grassland. The Blackshale coal and Ironstone and other minerals, underlie all the lots except part of the Baggaley close. The timber will be included in the sale.

The whole of the property was recently occupied by the late Mr. Jethro Adlington.

26th. April 1879.

Mr W.D.Botham has received instructions from the liquidator to sell by auction the whole of the valuable loose plant etc. 10h.p. engine, mortar and clay mills and pans, two pit water tubs, pit cage, 2 pit wagons, 6,000 pressed bricks and 3,000 common bricks.

10th. March 1900.

A small colliery for sale. 15-16 acres of good coal to work at Calow. Good sale for coal and good reason for giving up. John Blair of Brampton. Coal 5' 6".

Same advert in issue dated 3rd. April 1900 refers to it as Allpits Colliery.

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Chesterfield Collieries.

To explain the position of documenting collieries in the Chesterfield area one must understand that on the Ordnance Survey map SK 37 SE which covers that area contains at least **900 recorded shafts** of ironstone, clay and coal with a proviso that others exist in areas of older workings, too many to record and others still awaiting discovery.

However, many collieries are covered individually in this document.

The town centre has been spared the efforts of shaft sinking but in areas not populated during the nineteenth century they have been haphazardly mined throughout the period by many people and companies. To give you an example of a mined area there are at least 100 shafts for coal and ironstone in an area from Spital (South) Hady Hill (East) and on to the Golf Course (North) but not passing over the railway lines into Chesterfield Station (West). There are also areas where many shafts exist but are not recorded.

Gas House Colliery.

24th May 1856.

Mr. Denham has received instructions from Messrs Goodwin, Parker and Company to sell by auction at the above colliery Brampton in consequence of the colliery being finished, the whole of the colliery plant. A 6 hp vertical high pressure engine with drum and winding gear complete, 12 hp high pressure direct acting pumping engine with boiler 21 feet x 8 feet and 20 yards of 10 inch pump trees, two sets of headgear with conductors and pulley wheels, two wrought iron chairs, 29 pit wagons, 2 screens and a 6 ton weighing machine.

Hady Hill Colliery. SK 36/37 392709

The exact site of this colliery is not known as is the date of sinking but may be at 392709 near to Hady Farm. The colliery mined in an area on the outskirts of Chesterfield for coal and ironstone (Blackshale Rake) initially to supply the Smiths Griffin iron foundry in Chesterfield. Worked the Second Piper, Cockleshell, Low Tupton, Threequarters and Silkstone. The shafts being around 303 feet deep.

The colliery was to be sold by auction in August 1861. The plant and buildings belonging to Henson and Short comprising of one 6hp high pressure steam engine, drum, one pulley 4 foot 9 inches, 22 girders, frames and posts, 5 ton weighing machine, 11 pit wagons etc.

In 1860 Hady colliery disposed of by private contract a 8hp steam engine. Application to Mr. Wright, Chemist, Chesterfield. Derbyshire Courier May 5th. 1860.

Hasland Colliery. SK 36/37 391703

In February 1856 an engine tender was required for the pumping engine at the colliery.

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By March 1859 the price of coal had fallen.

A dinner was enjoyed by the miners of Mr. Senior of Hasland colliery to celebrate the completion of a link between the Whitebank and Hasland collieries. The length of the link was 530 yards long. The collieries had both been abandoned previously due to flooding.

Derbyshire Times. 21st April 1888.

Reservoir and Highfields Collieries.

On Saturday at Chesterfield County Police Court, James Fell Manager at the Reservoir Colliery was summoned by Lt. Col. Short Inspector of Weights and Measures who found in use at the colliery a maladjusted weighing machine. The defendant pleaded not guilty. Col: Short said on the 19th March he visited Reservoir Colliery and informed the defendant he wished to test the weighing machine and he offered to assist him. The machine at first would not balance but in a short time he got it to balance. Witness put five hundred weights on the machine but it only showed 4 ½ cwts. The defendant said he had not the slightest idea the machine was out of order. The Magistrates said they did not think that the defendant had committed the offence wilfully and under the circumstances ordered him to pay only the costs.

At the same court Johnson Pearson proprietor of the Highfields Colliery Newbold was summoned for a similar offence on the 20th March. He pleaded not guilty. Col: Short said the weighing machine at the colliery would not balance until he had put 4 cwts on. He afterwards put 3 cwts on but it only showed 2 cwts. He noticed at the time of his visit a new machine was in course of erection. The machine had been at the pit for 25 years and the workmen were perfectly satisfied with it. On account of their being a large quantity of dirt in the pit an arrangement had been made between the master and the men that 24 cwts should be got to the ton and the machine had been tared in order to carry out the agreement. Samuel Kay a miner said he had worked at the colliery for 27 years and said it was an agreement that they should get 24 cwts. to the ton. The Bench decided that there was no imputation of fraud and that they should do the same in this case as they did in the last, pay only the costs. The machine should as Col: Short said correspond with standards and if any similar cases were brought before them in the future they would have to convict, the law must be obeyed.

15th December 1900.

Mr. C. G. Busby Coroner held an inquest at the Cricketers Inn Newbold Moor on Monday touching the death of Joseph Platts (26) of Stand Road Newbold Moor who was killed during Friday night to a fall of roof. Lyndon Hardy of Mountcastle Street Newbold said on the date of the accident he was stall man at no.5 stall at Highfields no.2 colliery where the deceased also worked as a loader. Witness examined the stall before they began loading on Friday night and it appeared to be quite safe. The accident happened near to the gate where a tub was standing about 5 feet from the coalface. Witness was getting his snap and the deceased was talking to him for a minute or two. Deceased said he would go and get on with his tub and witness said alright and almost immediately a crash came and a lot of stuff came down from the roof and the deceased was buried under it. Witness was about 7 feet from the

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deceased at the time of the fall. The roof gave no warning before it fell. About 7/8 tons of roofing fell altogether. Witness considered there was plenty of timber set. Alderman Pearson said bars were set across them and oak batons over these. He thought the accident was caused by “jingles” which was heavy stuff falling on the top and breaking the covering down.

Derbyshire Courier. 1st October 1887.

Reservoir Colliery.

On Saturday at Chesterfield County Police Court Mr. James Fell owner of Reservoir Colliery, Newbold Back Lane was summoned by Mr. A. A. Stokes H. M. Inspector of Mines for the Midland District for three breaches of the Coal Mines regulations Act on 12th August. The charges were that the defendant failed to have an indicator to the machine for lowering and raising persons down the shaft: that he neglected to provide proper means of communicating signals from the surface to the bottom of the shaft: that he neglected to have the shaft properly fenced. Defendant pleaded not guilty to all the charges stating that he was not personally to blame.

Mr. Thomas Southern stated that on 12th August he visited Reservoir colliery and saw the defendant there. He examined the winding engine and he noticed that there was no proper indicator to show the position of the load in the shaft. There was no means of communicating distinct and definite signals from the surface to the bottom of the shaft, he also found that the top of the pit was unfenced at the front and the back. He went down the pit and understood that the depth was over fifty yards, he pointed out the defects to the defendant who promised to have them put right. On the 20th August he paid another visit to the colliery and that the defects still existed.

Mr. A. A. Stokes was then called and deposed to receiving the reports of the last witness. The defendant said that the arrangements for the colliery were not yet in a complete state or the requirements of the Act would have been met as they were completed. He also dwelt upon the fact that the shaft was not much more than fifty yards deep and the danger arising from the non- provision of signals and indicator were small compared with a large colliery.

The Bench said that they had decided to convict and they attached the most importance to the matter of the indicator. The defendant was a certificated manager and in their opinion he ought to have visited the colliery more frequently than he appeared to have done. With regards to the colliery being only small, life was as valuable as in a large one.

In the first case they would impose a fine of £1 plus costs and 1/- in the other cases.

12th March 1921.

Highfields Colliery.

The Highfields Colliery Company has been registered as a private company with a capital of £2,000 in £1 shares to carry on business indicated by the title. The first

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directors are Mr. W. Dethick High Street Apperknowle and Mr. H. Sharpe Homley Lane Coal Aston. Registered Office High Street Apperknowle Unstone.

Inmanswell/Ingmanswell (Field) (Picadilly Farm)
Colliery SK 36/37 392715 (Ingman Well at 390714)

In February 1853 best house coal was 7/- per ton delivered, nuts 3/8d, slack 1/3d ex-pit.

1st February 1862.

John Clayton begs to inform the public he is reopening his old pit at Tapton. Large coal 8/- per ton, brights 7/- per ton. Orders to be left at Ingmanwell Meadow.

In February 1885 the following appeared in the Derbyshire Times.

Ingmanwell colliery near Railway Station. Coal at pit 5/- per ton, delivered in Chesterfield 6/4d per ton.
Orders received at pit or Tapton coal yard, Cavendish Street, Chesterfield. John Clayton owner.

In 1869 the colliery and plant were put up for auction by the owners Pope and Company.

Loundsley Green Colliery.

Loundsley Green/Ashgate Plantation SK 36/37 355717

There are around 40 shafts sunk in an area centred around Loundsley Green and Ashgate Plantation, all could have the name Loundsley Green Colliery. One such area has 5 shafts in close proximity to each other.

Coal was known to have been mined here from at least the time of Farey's mining survey of 1800 for his book published in 1811. Evidence in the form of spoil heaps abounds in this area.

Derbyshire Times March 12th. 1859. Blackshale coal of first class quality 7/2d per ton delivered within the Borough of Chesterfield. Messrs Swallow proprietor.

Spital Colliery. SK 36/37 396705 Amongst several shafts worked in this area.

Derbyshire Times 14th. May 1864.

Wanted a practical engine tender. A middle aged man would be preferred. Also required a quantity of colliers.

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13th December 1890.

On Tuesday the adjourned inquiry into the affairs of Thomas Fisher late proprietor of the Spital Lane Colliery Hasland was resumed before Mr. Wake Registrar to the Chesterfield County Court at the County Court Offices Chesterfield.

Mr. A. J. Hall the Assistant Official Receiver examined Herbert Fisher of Hayencroft Green Wakefield brother to the debtor. He said that at various times he had advanced money to his brother. Witness said that he had got a deed of assignment of his brother's furniture. He became tenant of his brother's house and had a rent book.

The debtor was then further examined and stated that he withdrew from the bank on 2nd October £24 – 12 – 00d and on October 3rd £18 – 16 – 00d to pay wages with. After he had paid the wages and drawn all his money from the bank he had got £19 in hand. He paid £14 to file a petition and had £5 left which he spent on living. He corrected a statement he had made at the previous examination and stated now he gave Fletcher (his late partner) 3150. He had not looked into his financial position when his partnership was dissolved. The examination was then closed.

Mostly ironstone production with coal.

Walton Colliery.

5th June 1869.

The best hand picked coal that is free from dirt and is an excellent housecoat delivered in Chesterfield at 7/3d per ton, at the pit 5/10d. Engine slack first class quality 3/6d. Orders received by Mr. Fidler at the Market Hall, Mr. Isaac Bower accountant Low Pavement and Mr. Gillyatt at South Street Chesterfield will be attended to.

Walton Hall Colliery. SK 36/37 370695.

Best coal 5/- ex-pit, 5/6d delivered in Chesterfield. G.Hewitt proprietor. Agent, Mr. R.Fenton Albion Hotel, Eyre Street Chesterfield. Derbyshire Times 25th. May 1861.

Clay Cross Collieries.

Alma Colliery. SK46/56 41296612

Derbyshire Times. 16th April 1884.

A dispute has arisen at the Alma Colliery where 300 hands are at present idle. Over a week ago a rumour was current that The Clay Cross Company had given their men and boys fourteen days notice that a reduction would be made in their wages. The men employed getting coal at Alma were informed that they would be paid a reduction of 2d per ton on all coal got.

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24th September 1884.

Early on Friday morning a fire of a very serious character broke out in the lamp office. The colliery is the property of Mr. Thomas Houldsworth Clay Cross and employs some 500 hands.

27th October 1888.

Mr Houldsworth Managing Partner of the Pilsley and Alma collieries. Was interviewed on Tuesday and consented to meet the demands of the men by granting the 10% advance – some 1,300 hands are concerned.

25th August 1900.

An inquest was held by Mr. C. G. Busby J. P. at the Chesterfield and North Derbyshire Hospital on Thursday morning upon the body of Thomas Burton of New Tupton who met with an accident at the Alma colliery North Wingfield on Tuesday. Stephen King miner New Tupton stated he was employed at the Alma colliery and was in charge of No. 7 stall. He went to work at 6.00 a. m. and the accident happened at 7.30 a. m. (More details followed).

18th February 1922.

One hundred and seventy men and boys have been thrown out of employment by the closing down of the Alma colliery North Wingfield which the management have been reluctantly compelled to do owing to the heavy expenditure of the working of the mine.

Alton Colliery.

3rd January 1863.

Fletcher and Cheetham beg to inform the public that they are now manufacturing Encaustic and flowered floor tiles, coke furnace bricks and flue bricks. Higginbottom earthenware dealers Market Place Chesterfield.

21st September 1872.

For sale a coal known as the “Alton” seam underneath seventy-nine acres of land at Handley. The land is situated about 1½ mile from Stretton Station and 3 miles from Clay Cross Station.

Mickley Colliery.

12th May 1894.

The Clay Cross Company is about to sink another colliery at Mickley Higham. The seams to be won are the Blackshale and Tupton at a depth of 250 yards. When completed the colliery will find employment for 400 men.

Shirland Colliery.

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9th July 1864.

Wanted tenders for sinking a pair of shafts twelve feet in diameter to the Blackshale seam at Shirland colliery. The estimated depth is 120 yards.

21st June 1876.

It was resolved by the miners who had stopped work that the following price list would be the only one for future workings:

Blackshale pit:	Heading with bars. 4/8d	per yard.	Was 6/3d.
	Cutting	2/2 ½ d	2/6d.
	Ripping	4/-	7/-

Tupton pit:	Heading with bars. 4/6d	5/-.
	Cutting	1/6d
	Ripping	1/9d
		2/6d

25th July 1877.

In the Chancery Division of the High Court of Justice before the Master of the Rolls the usual order for the winding up of the Shirland Colliery Company Ltd. was made. There was no opposition.

Stretton Colliery.

20th January 1877.

Mr. E. Houfton the manager has opened a depot for the sale of coal at the Chesterfield station. Orders may be given either to Mr. Charles Fieldsend at the depot or Mr. John Spencer Newbold Road or Mr. Higginbottom Low Pavement. Prices on application.

14th November 1891.

To be sold the whole of the fixed and loose plant comprising of a pair of marine engines with link motion with 12 inch cylinder and 24 inch stroke, headstock and pulley wheels, egg ended boiler 27 feet x 4 ½ feet by Fletcher of Derby, haulage engine with boiler combined double cylinder 8 inch diameter and 12 inch stroke with 5 ½ feet flywheel, 4 feet drum by Hyde and Son Nottingham.

Wooley Moor Colliery.

17th August 1956.

An inquest on a Clay Cross coal miner.

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A piece of stone three feet across fell from the roof of a tunnel at Pilsley West Colliery (Wooley Moor) and struck Harold Kymes 43 a miner who died in Chesterfield Royal Hospital.

N.B. This colliery never produced any coal at all.

Clay Cross Company 1837.

ALTON NEW COLLIERY SK 36/37 36736325
CLAY CROSS TUNNEL, SOUTH, SEVERAL OLD SHAFTS SK36/37 388628
CLAY CROSS NUMBER ONE COLLIERY SK36/37 39556385
CLAY CROSS NUMBER TWO COLLIERY SK46/56 40106439
CLAY CROSS NUMBER THREE COLLIERY SK46/56 40156417
CLAY CROSS NUMBER FOUR COLLIERY SK46/56 40386544
CLAY CROSS NUMBER FIVE COLLIERY SK46/56 414604
CLAY CROSS NUMBER SIX COLLIERY SK46/56 414604
CLAY CROSS NUMBER SEVEN COLLIERY SK46/56 410637
CLAY CROSS NUMBER EIGHT COLLIERY SK36/37 395628
CLAY CROSS NUMBER NINE COLLIERY SK36/37 39246793
CLAY CROSS NUMBER ELEVEN COLLIERY SK36/37 39566775



Remains of No. 11. Avenue. (Possibly to do with Winding). (ANB).

Clay Cross number one colliery, Egstow, sunk in 1837 to the Blackshale seam.
Clay Cross number two colliery, Church Hill Clay Cross, sunk in 1850.
Clay Cross number three colliery, Church Hill Clay Cross, sunk in 1852.
Clay Cross number four colliery, Tupton, sunk in 1850.
Clay Cross number five colliery, Morton, sunk in 1865.
Clay Cross number six colliery, Morton, sunk in 1874.
Clay Cross number seven colliery, Parkhouse, Danesmoor, sunk in 1867.
Clay Cross number eight colliery, Flaxpiece, Danesmoor. (Date of sinking unknown).
Clay Cross number nine colliery, Avenue, Wingerworth, Blackshale pit, sunk in 1881.
Clay Cross, Alton New colliery, sunk in 1875.
Clay Cross number eleven colliery, Old Avenue, Wingerworth, sunk in 1857.

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The Clay Cross company was founded in 1837 by George Stephenson the railway pioneer to produce coal, iron ore and iron and limestone. The original company being named after him Members of the board of directorship were, George and Robert Stephenson, George Carr (Lord Wolverton), William Jackson (Sir) J.P., Joshua Walmsley (Member of Parliament for Leicester (Sir)). His son-in-law Charles Binns (Stephenson's private secretary). Who was works manager, George Hudson, S.Morton Peto, M.P. (Sir), Joseph Sanders and E.L.Betts were the financial backers who were with William Jackson and Morton Peto partners in the firm of Peto, Brassey, Betts and Jackson contractors for and builders of The Canadian Grand Trunk Railway a link between the Clay Cross company and the North Midland Railway company.

Coal was mined in the Clay Cross area on a small scale prior to the arrival of Stephenson's Derby to Leeds railway in the middle of the 1830's. What was needed was an injection of cash into the area and better transportation which the railway was to provide, the Clay Cross tunnel operations also opened up several seams of coal which helped the company realise the potential of this area.

When George Stephenson died in 1848 his son Robert who was by now an MP. succeeded his father as the largest shareholder in the company. The company by now was concentrating on the production of iron as by 1846 the price per ton of coal had fallen drastically and as a result there was a glut of coal on the market, however, the companies four pits remained open Robert later sold his shares in the company to Peto, Walmsley and Jackson over a disagreement about a contract to supply coal to London by the London and North West Railway. Stephenson claimed that the contract to transport 60,000 tons of coal from Clay Cross to London was unprofitable for the railway company. (In 1870 one tenth of all the coal reaching London was from Clay Cross, 385,632 tons in all).

By 1871 Sir William Jackson had purchased all of the companies interests and became the sole proprietor of the company which he made into a limited company in 1913. The whole of the directorship were Jacksons. On the centenary of the company the Parkhouse, number seven or 'catty' pit was working two seams, the Tupton and Threequarter. Further collieries were purchased by the company in 1920 it purchased Wingfield Manor colliery near Alfreton and in 1924 it took over Bonds Main colliery at Temple Normanton.

Avenue Colliery.

Derbyshire Times. 25th October 1890.

On Saturday at Chesterfield County Police Court a case of very importance to miners came for hearing in which William Woodhouse a putter employed at the Clay Cross Company's Avenue pit North Wingfield was summoned for an offence against the Coal Mines Act for refusing to obey the lawful command of a deputy at the colliery on 7th October. The defendant was a putter employed at the no. 9 Avenue colliery and on the date named was practically wasting his time on account of there not being sufficient work in that part of the mine where he was engaged owing to the absence of men. The deputy drew the attention of the defendant to the fact that he wanted him to go putting in another part of the mine. The defendant positively declined to go and used bad language to the deputy and stated he would not go either for the deputy or

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anyone else. There was not the slightest doubt about the man refusing to go and he said he would see the deputy somewhere else before he would go into another stall. He was fined 10/- plus costs.

25th October 1890.

On Saturday twenty-three colliers employed at the Clay Cross Company's Avenue pit were summoned for absenting themselves from work without lawful excuses for which the Company claimed compensation at 5/- per day. The bench made an order to pay compensation and costs.

Coal Aston Collieries.

SK 36/37

Bentley Coal Pits at: 377791, 379793, 373792
Bentley Hall Coal Pits at: 373792
Blackamoor or New Marsden Colliery.
Coal Aston Colliery in 1835 at 380795.
Crabtree Colliery.
(Old) Pearson's Wood Colliery(1850's) and Quarry (1860's).
Quarry Gate Colliery
Sicklebrook Lane Colliery 377798
Snowdon Lane Colliery 391787

Coal Aston Colliery

A colliery owned and worked by Rhodes & Co. and later James Rhodes and Sons from at least 1840 when it was visited by HM, Inspector of mines to report on Children Employed in Mines, the colliery worked the Silkstone seam until 1875 when it was closed and the plant sold off.

Worked out.

3rd April 1875

Messrs. James Rhodes and Sons who have worked out the colliery are to sell by auction the 16 H.P. engine by Walker Eaton and Co. A 22 H.P. horizontal engine by Walker Eaton, 12 H.P. vertical engine and two large boilers by Wood Brothers. 88 coke ovens. The colliery is about 1 1/2 miles from Dronfield.

In 1840 the colliery had only one shaft which was 73 yards deep into a four foot seam of coal. The coal was worked on short faces of around 18 yards long with the coal being placed into wooden boxes on wheels which were shoved by children and young men from 10 to 17 years old. The boxes were drawn up the shaft in a cradle.

Men were let down the shaft in pairs but never in threes. The shaft was rather wet but the workings were dry. There were only 3 boys under 13 in the mine, two to open and shut the doors and the other pushes (presumably pushes the boxes of coal). The boys here were neither rewarded nor punished.

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The colliery employed Mark Edwards who was 9 years old as a pony driver for 3/- per week. He was first employed at the pit to open and shut doors when he was 6.

John Edwards is 11 years old and is employed as an engine driver for 1/- per day and often let men down the shaft on his own, even though his father worked nearby. He also had a brother at the pit who opened the door and was under 6 years of age.

George Bellamy is 16 years old and pushed wagons for 2/6d per day.

John Bowler also worked here and was 13 years old.

The company had several coke ovens in the locality which employed no children and very few young men.

(HM Report on Children Employed in Mines 1840).

Bentley Colliery

End of Lease Sale.

May 4th 1889

John Turner and Son colliery and contractors auctioneers have received instructions from the above company to sell by auction on the premises of the above on Monday 13th May 1889 the whole of the colliery plant in consequence of the expiration of the lease. All will be sold without reserve. Bentley Colliery is 2 miles from Dronfield, 2 miles from Unstone, 4 miles from Eckington and 6 miles from both Chesterfield and Sheffield. Sale commences at 1:00pm.

Sicklebrook Lane Colliery

In 1880 this colliery was worked by the Rhodes Brothers.

Sicklebrook Colliery East Shaft SK 37677 79786

Sicklebrook Colliery West Shaft SK 37633 79745

Colliery Winding Rope SK 37653 79778

Hawthorne trees traditionally planted on colliery engine sites in this area. Abandoned March 1936.

For a more personal and in depth look at the area read **'Dark at Seven, The Life of a Derbyshire Miner'** about Joseph Sharpe told by Nellie Connole. ISBN 0 951351818. Published by Whitehead Books. Well worth a read.

Snowdon Lane Colliery SK 39102 78725.

There appears to be two collieries one Snowdon Lane Eckington and the other Snowdon Lane Dronfield.

In 1880 the colliery was owned by Swift and Allen. Later the colliery is working in the Silkstone seam in 1896. Mr Mellor of the owners Swift and Mellor was undermanager and employed 6 men underground and 2 on the surface. (Dronfield).

Another Snowdon Lane Colliery was also working in 1880 and was owned by a Mr. C. Swift. (Eckington).

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I have also found the following collieries noted on the 1930's lists of collieries, there appears to have been a resurgence of mining in the area working small scale at this time.

Blackamoor or New Marsden Colliery.

Employing 3 men underground and 1 on the surface, owned by T. Unwin of 35 Trowey. Marsh Lane. Abandoned 31st December 1938 as unprofitable. No coal drawn after 1936 as owner met with a serious accident when the entrance to the mine fell in. Two men attempted to reopen the mine but it was deemed as unprofitable. The land owner refused to allow Mr. Unwin to do any more mining he therefore abandoned the mine. There are reputed to be but are not proven old workings in the vicinity.

Blackamoor Pearson's Wood.

Abandoned 31st March 1930.

Dobholme Colliery.

Abandoned in 1938. Owned by J. & J. Slack of Dobholme Farm. Trowey.

Holmley Common Colliery.

Owned by Kay & Rowbotham of Holmeley Common Coal Aston. Employing 2 men underground and 2 men on the surface.

Quarry Gate Colliery.

Owned by Mr. H. Chetwynd of 16 Cross Street Dronfield. Working the Silkstone seam until last working in March 1932. Officially abandoned by being short of capital in April 1933.

Sicklebrook Colliery.

Owned by F. & G. Marsh Turner. Main Road Marsh Lane. Colliery marked as Discontinued.

Sicklebrook Silkstone Colliery.

Abandoned June 1932.

Sicklebrook No2 Colliery.

Abandoned 31st March 1938.

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Creswell Colliery SK 47/57 52297360

Shafts of 445 yards deep and eighteen feet in diameter were sunk to Top Hards between 1894-6. by the Bolsover Colliery Company and a 'Model Village' was constructed in the shape of an elongated octagon for the colliers, officials and their families in line with other collieries of the company, the village was started at the time the colliery was sunk and completed by the early 1900's. The colliery was later modernised in line with all other collieries after Nationalisation.

It was later deepened 1935-40 to access further coal reserves. In the early years of 1900 the colliery was able to produce an average of between 3,000 and 3,200 tons of coal per day and at this time the colliery held a world record for winding 3,800 tons in a single day.

Lighting was introduced into the colliery by 1907 powered by a battery and charged by a dynamo, unfortunately these lights were not too bright but at least this was an improvement to the working environment.

An accident occurred at the colliery in 1938 on 2nd June when a tub train accident resulted in three deaths and a number of injured men. Later in 1950 on 26th September a fire broke out in the colliery resulting in the loss of eighty lives. (Derbyshire's worst pit fire). As a result of the fire all rubber belts were withdrawn from all mines throughout the world. Later during the 1960's the 'Self Rescuer' device was implemented. This device worn about the miner's belt could be easily removed and used as a breathing mask in a fire, it converted the deadly carbon monoxide into harmless carbon dioxide. The majority of miners killed in fires were not burnt but were simply overcome by the deadly carbon monoxide fumes in the air, they then collapsed and died later of asphyxiation.

Cutthorpe Colliery.

SK36/37 530734

10th March 1877.

Messrs Hoskin and Co. are now supplying Best Blackshale Coal screened and picked at 8/9d per ton at the pit or down in Chesterfield at 11/9d per ton. Orders received at the pit by post or by Mr. Herbert Hoskins Victoria Street Brampton.

1st October 1921.

A verdict of accidental death was returned at an inquest held at the Cutthorpe Institute on Wednesday on Wilfred Turner (28) married of 25 The Square Cutthorpe who was killed as a result of a fall of roof at the Igmatorpe Colliery on Monday. The Coroner Dr. A. Green said that there was no evidence of negligence on the part of the workmen or those concerned in the management of the pit. The deceased's father was injured at the same time and was taken to the Chesterfield Hospital.

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14th February 1925.

W. D. Botham and Sons have received instructions to sell by auction under an execution re The Attorney General v Cutthorpe Colliery Co. Ltd, the whole of the colliery plant, machinery, fittings, tools and effects.

Dominick's, or Doe Lea Colliery.

SK 46/56 454668

A small private colliery employing some dozen or so men underground mining the shallower seams via two drifts, later in 1947 from three drifts. Formed originally in 1930 by Domenick Lavin and run for much of its life by him or the family. Worked out and closed by 1994.



Doe Lea Colliery circa 1934. Left to Right. Bob Allen (Brickie). Edwin Dickinson (Fitter). Harold Webster. (Lorry Driver & Mechanic). Photograph (A.Jackson).



(A. Jackson).

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Drift Haulage Signals. (A. Jackson).



Lamp Cabin. (A. Jackson).



Right to Left. Ian Waddington. Colin Dyson. Keith Jones. Ray Sellers.

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Dronfield & Unstone Collieries.

SK 36/37.

Apperknowle 381785
Barns
Bull Close 358767
Cowley 338771
Cowley New 337778
Day Hole 351767. Tramway shaft 34857705
Dronfield Silkstone (Old) 362784
Dronfield Silkstone (New) Main 350788
Dronfield Woodhouse 333786
Fallswood (New) 359778
Fallswood (Old) 355780
Fullswood ? May be one of the two above.
Firthwood 366785
Gomersal 356780
Gosforth 342782
Grass Croft
Green Lane
Hill Top 354774
Hirst Hollow 328781
Hundall 386771
Hundow
Kitchen Wood
Longcroft
Mickley 326793
Moor Top (Unstone)
North Unstone 369783
Oxclose 338781
Riddins
Ryefield No1
Sicklebrook Lane
Slods
Summerley 369780
Stubley 340787
Town Field (Dronfield)
Trownymain 388794
Two Oaks (Unstone)
Unstone 378770
Unstone Drift
Unstone Grange 381777
Unstone Main 373776
Unstone Silkstone 37337715

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Barns Colliery.

January 10th 1852.

Workmen Wanted.

Good workmen steady in their attendance to work may meet with constant employment. Apply to Spurr and Hunter Barns colliery Stubbley Dronfield. Men accustomed to the Blackshale bed preferred.

March 27th 1852

Engine tender wanted accustomed to work a winding colliery engine may meet with employment on application to Spurr and Hunter Barnes colliery Stubbley.

Bull Close Colliery.

October 7th 1871.

Accident at Bull Close Colliery.

On Friday morning an accident happened at Bull Close colliery to a man named George Booker a miner in the pit who had brought a wagon of coal to the bottom of the shaft. Whilst there the cage was being raised and the wagon thereon 'tipped' striking Booker on the head and chest inflicting serious injury and laying bare the skull in a frightful manner.

September 2nd 1874.

Boiler Explosion at Bull Close Colliery.

On Monday a steam boiler connected with the engine used for raising coal at a colliery belonging to Mr. J.L. Hewitt at Bull Close Colliery Dronfield exploded doing a considerable amount of damage and placed the lives of several men in great jeopardy. The damage is estimated at between £250/£300 beside the stopping of the pit for several weeks which will throw a considerable number of men idle.

August 17th 1889.

Colliery and Plant to be Sold.

Bull Close Colliery and Farm Dronfield, under an execution from the Sheriff of Derbyshire re William Hewitt. John Turner and Son will sell by auction on the premises of William Hewitt colliery proprietor and farmer the whole of the fixed and loose colliery plant. Horizontal winding engine eighteen inch stroke with fly wheel and four feet metal drum, donkey engine to feed boilers. Headstocks with two pulley wheels four feet in diameter, two winding ropes, two pit cages, pit bank weighing machine by Hodgson and Stead of Manchester, cart weighing machine by Pooley, two coal tipplers, two coal screens. Sale commences 10:00am. Bull Close is about one mile from Unstone and Dronfield stations.

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September 3rd 1892.

Colliery Plant for Sale at New Bull Close Colliery.

For sale all the colliery plant comprising of, 5 horse power vertical engine boiler combined with injector, drum and clutch gear complete. The pit is about 1 mile from Dronfield station.

Dronfield Silkstone Colliery and Company

July 26th 1879.

Dronfield Silkstone Coal Company; Winding up Order.

(Summary p4 col 3).

Davis and Shoemith have received instructions from the Official Liquidator to sell by auction the loose plant and machinery etc. Hallows sinking pit portable steam engine and boiler combined. The new and old collieries at Gosforth horizontal steam engine 14 inch cylinder. Two spare winding drums 10 foot and 8 foot. Two winding drums for flat ropes and spur wheels, pit wagons or corves, round and square slack wagons, 1,300 pit props, set of haulage gear by Olivers Chesterfield, 20,000 common bricks, wagon tippler.

November 20th 1880.

The Dronfield Silkstone Colliery Company.

In the Chancery Division the Master of the Rolls had before him a claim in the winding up of the company to £1,138 by the owners of the Somerville Colliery which adjoins that worked by the company. The claim to recover damages to that amount in respect of wrongful working beyond the boundary alleged to have taken place in 1878.

October 17th 1891.

Dispute at Dronfield Silkstone Colliery owned by the Unstone Coal and Coke Company.

On Monday a dispute between the above company and the men in their employ at the Dronfield Silkstone pit again came up before the Eckington magistrates. It will be remembered that there has been friction between the manager Mr. R.J. Barnes because Mr. Barnes would not let the men leave the pit when they liked by walking up the engine plain when the engine was at work.

Fallswood Colliery October 31st 1863.

Wanted.

Wanted a number of colliers at this colliery. Steady men will meet with constant employment.

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Gosforth Colliery

December 27th 1890

Important Colliery Case.

On Monday at Eckington petty sessions before J.F. Swallow esq. and Major L. Butler-Bowden the adjourned case in which John Sheard proprietor of Gosforth colliery Dronfield and George Parkes manager of same were charged by H.M. Inspector of Mines. The prosecution was fully gone into at the last hearing, the case was adjourned for the prosecuting solicitor to produce the plans of the mine that he had forgotten to take the proper course to ensure their production at the last meeting.

The charge was for neglecting to put a certain number of boreholes at a distance of not less than 5 yards in advance of certain working places. Fred Webster collier said he was boring during the month of November in the number 5 heading and he had only bored 4 yards when he came to water. John Moseley undermanager of the Gosforth colliery said on the 6th November he examined number 5 and number 12 headings. In the number 5 the centre borehole was only 4 yards and the number 12 was 3 yards 9 inches. He did not think that there was a dangerous accumulation of water in either place.

(Long report-procedures-questioning etc).

Mr. Sheard was fined £10 plus 13/6d costs. Mr. Parkes was fined 1/- plus 13/6 costs. Mr. Busby mentioned the question of the Crown Court subpoena which they had been obliged to procure and he considered the costs ought to be borne by the defendants. The bench ordered Mr. Sheard to pay £1.

This was one of the most serious cases that had been before the bench for years. The whole of the men employed in the pit might have been drowned. The hearing of the case lasted two and a half hours.

Grass Croft Colliery

March 12th 1898

New Colliery Opened.

Messrs. W. Jackson and Sons have opened a new colliery called the Grass Croft colliery. It is situated about 1 1/4 miles from Dronfield on the road leading from Dronfield Hill Top to Barlow.

Green Lane Colliery

May 7th 1870

Colliery Sale.

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Mr. Siddall begs to announce that he has received instructions from Messrs. William Booker to sell by auction at the above colliery on Monday 9th May the whole of the working plant and materials. One horizontal engine of 30 horsepower. Diameter of flywheel 11 feet 6 inches. Winding drum 6 feet. 56 coal wagons, headgear and 250 yards of pitch pine conductors.

Hill Top Colliery Dronfield

December 22nd 1869

Colliery Sale.

Mr. G. Siddall has been favoured with instructions from Mr. William W. Barker who has finished his colliery to sell by auction on Monday 27th December the valuable colliery plant, Horses and other effects. Winding and headgear, ten; four hundredweight corves, six tons of wrought iron, bridge rails, weighing machine, four carts, bellows and coke barrels and also a peach mare 13 1/2 hands, brown horse 15 1/2 hands, brown mare seven years old 15 hands, brown mare eight years old 16 hands. Sale to commence at 1:00pm at Dronfield on December 27th.

February 8th 1890

Offence against the Coal Mines Act at Dronfield.

On Monday at Dronfield petty sessions George Hoggart colliery manager Dronfield was summoned by H.M. Inspector of Mines for an offence against the Coal Mines Act 1887 'by failing to produce an adequate amount of ventilation for the safety of the persons working in the mine' at Hill Top Dronfield on 18th December.

The defendant was manager and part owner of Hill Top Colliery Dronfield. The mine used two shafts to get to the workings and they are some distance from the shafts. The ventilation on 18th December was passing down one shaft and instead of going into the workings it went right out of the other shaft. On that day the manager's brother went into the workings and found that a certain amount of choke gas or carbonic acid existed. He informed his brother but nothing was done by the manager to remedy the matter that day and on the following day the pit was allowed to remain precisely in the same condition. On the 20th a man named Hurst went into the pit and the defendant informed him not to go into the workings of the mine as he knew the choke gas still existed. When the defendant became aware of the choke gas all he had got to do was put up a brattice cloth and instead of the air passing down one shaft and up the other it would have diverted it and sent it into the workings and cleared away the gas.

Although the defendant did not go into the workings for some unknown cause the man did, the result being that he was overcome by the damp and fell down and died. After the brattice had been put up the ventilation was rendered complete in 3/4 of an hour. They were then able to secure the body of the deceased.

The defendant was manager and part owner with three other men. There were only six men employed altogether. The colliery was now closed and the defendant along with his partners had lost all their money to the extent of £60 and they would now have to

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go and work in the pits as they were practically penniless. The colliery was opened in 1889 and was being filled up. The owners had paid all the expenses of the deceased man.

The object of the Coal Mines Act was to protect life and the defendant had neglected his duties very likely like other small owners did in the neighbourhood and he hoped that this case would act as a warning to those who undertook to work small collieries and impress upon them the fact that life must be properly protected. He was fined £10 plus costs.

Hundow Colliery

December 28th 1872

Mysterious Death at the Colliery.

A shocking and some what mysterious death occurred at the above colliery owned by Messrs. Bainbridge and Company Dronfield. A man named John Marples of about 50 a native of Apperknowle was found lying dead at the bottom of the pumping shaft a distance of about 85 yards.

Mickley Colliery

May have been one of several collieries in this area but a Mickley colliery was sunk in 1906.

October 8th 1887

Colliery Plant Sale.

John Turner and Son are honoured with instructions to sell Mickley colliery near Dore and Totley station near Sheffield. The whole of the colliery plant consisting of three winding and hand haulage engines, two direct steam pumping engines, two pitch pine headgears with spider pulley wheels and other equipment. October 22nd 1887. The above colliery has been disposed of by private treaty.

Riddins Colliery

August 17th 1872

Another New Colliery for Dronfield.

Another new colliery, one of two new shafts of a new colliery has just been commenced by Messrs. Andrew Badger and Sons on land called the Riddins about quarter of a mile south west of the town. The coal is that of the Silkstone bed.

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October 1st 1864

An Earlier Dispute.

Mr. W.A. Badger colliery proprietor Dronfield charged Thomas Jackson collier of using threatening language towards him at the pit. Mr. Badger said Jackson was a violent man and threatened to smash his head in. The defendant applied for his wages of 25/- but Mr. Badger took his ticket and tore it up. Mr. Badger was to pay the wages and Mr. Jackson the costs.

Sloads Colliery

August 12th 1854

Colliery Sale.

To be sold by auction upon the premises of Messrs. Swindell and Salt Sloads colliery, complete gearing for the working of two pits, three new pit ropes, and ten corves.

Stubley (Hollow) Colliery

Abandoned by 1907
Shafts at least 193 feet deep.

Summerley Colliery



Offices and/or Mangers House.



Middle Building Possibly Engine House.

May 2nd 1877

Sale of Coals.

James Rhodes and Son supply their hand picked (branch) coal and Silkstone house coal, seconds house coal and screened Silkstone nuts direct to customers at the lowest market prices of the day to any part of the town. Information as to prices and orders addressed to No3 coal office Chesterfield station.

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January 3rd 1880

Sale of Livestock.

Mr J.D. Styring has received instructions from the owners of the above colliery to sell by auction 28 ponies and horses and surplus stock etc.

November 29th 1884

Rhodes v Rhodes.

At the court of Chantrey. Summerly colliery Dronfield. Messrs. Nicholson, Greaves and Palmer are instructed to sell by auction on Monday 1st December. 170 pit corves, horse box, cage, tram rails, 10,000 sleepers and boiler. Dronfield station is within five minutes walk to the colliery.

Town Field Colliery

August 5th 1890

Accidental Death of Owner.

Thomas Gascoyne one of the proprietors of the above colliery died from injuries caused by falling down the pit. Frederick Gascoyne identified the body as that of his brother aged 47 at the inquest held at the Green Dragon Inn.

Two Oaks Colliery Unstone

August 6th 1892

Colliery Plant Sale.

To be sold by auction the colliery plant, 6 horse power haulage engine with drum, vertical boilers, Cornish pumping engine, cart weighing machine up to six tons. The colliery is situated within 1/2 mile of Unstone station.

Unstone Ironworks set up in 1848 by the local coalmaster Walter Ranglely.

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Eckington and Mosborough Collieries.

Bramley Moor Old Coal Mine SK 36/37 39507884
Bramley Moor Drift SK 36/37 39727893
Eckington Park Colliery
No 1 pump shaft Circa SK 47/57 421798
No 2 pump shaft Circa SK 47/57 421800
No 3 pump shaft Circa SK 47/57 428798
Hornesthorpe's Colliery SK 47/57 422784
Highmoor Colliery SK 47/57 469799
Lightwood Lane Colliery SK 47/57 40557860
Marsh Lane Colliery SK 47/57 41007925
Plumbly Colliery SK 47/57 422799
Spink Hill Colliery SK 47/57 453786 area.
Westhorpe Colliery SK 47/57 452797

Bentley Colliery. 4th May 1889.

John Turner and Son colliery and contractors auctioneers have received instructions from the above company to sell by auction on the premises of the above on Monday 13th May 1889 the whole of the colliery plant in consequence of the expiration of the lease. All will be sold without reserve. Bentley Colliery is two miles from Dronfield, two miles from Unstone, four miles from Eckington and six miles from both Sheffield and Chesterfield. The sale will commence at 1.00 p.m.

Bramley Hall Colliery December 6th 1940

Deputy Killed.

A story was told at an Eckington inquest yesterday of how Arthur Edgar Lowbridge a deputy at the above colliery on Marsh Lane lost his life when he entered workings at the pit known to contain 'Black Damp' against the advice of another deputy. For seven years he was employed as a deputy at Markham colliery and then at Furnace Hill and Renishaw Park colliery for over twenty years ago. Before this pit was worked out he was transferred to the Renishaw Park colliery.

Some four years ago he was successful in winning £5,139 in a football competition and shortly afterwards retired from the mine. A little over 12 months ago he agreed to take over the position at Bramley Hall colliery in an advisory capacity working a few hours a week.

Comberwood Colliery, Norwood Colliery, Comberwood shaft. SK 47/57 465798.

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(Brian Crossland).

October 1st 1864

Edward Sissons engine tender at the Park Pit was charged by Mr. Wells of neglecting rules 51 and 52 of the pit. When any of the men required to be let down the shaft the engine tender should put the hold on which has the effect of steadying the curves before arriving at the bottom. On this occasion he failed to do so and the parties in the shaft were severely injured. The defendant said the gearing was not in proper order and any blame should rest on the enginewright. Fined 12/- and costs. William Marples was charged by Peter Spalling with committing a murderous assault upon him on the 10th September at the Park Pit. Marples struck Spalling with a steel locker peg four or five times on the head. Committed to the Assizes.

High Moor Colliery.

Prior to the modern mine there existed a High Moor colliery at Killamarsh.

3rd February 1872.

High Moor Colliery Killamarsh.

To sell by auction a portion of the colliery plant consisting of 30 tram coal wagons, 6 tram bottoms, wallow and turn stake and 800 yards of steel rope.



Construction of the No. 3 Drift. (Brian Crossland). A modern drift mine.

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Hornesthorpe's Colliery

Shaft 633 feet deep into the Silkstone seam.

Worked Silkstone or Blackshale seam at a thickness of 4 feet 10 inches, may also have worked the Blackshale Ironstone. Produced coal for the domestic market and for gas production. Colliery owned and operated by J. & G. Wells throughout its life.

Colliery operating in 1880, 1896, 1908, 1918.

Closed in the period between wars, exact date unknown

Employed some 440 men below ground and 96 men above ground.

February 4th 1888

Stealing coal at Eckington.

Joseph Marples and William Bowers two Eckington boys were summoned for stealing about three stones of coal belonging to Messrs: J. & G. Wells colliery owners. P.C. Holmes of Eckington said he saw the defendants at Hornsthorpe Colliery on 18th inst. and they had the coal in their possession. The defendants were fined 7/6 or in default 7 days imprisonment.

Hornthorpe Colliery.

28th December 1889.

It was announced last Thursday to the screen men, labourers and others employed on the surface at the Hopbrook, Hornthorpe and Renishaw Park collieries that an advance in wages of 3d per day would be given all round to the men and 2d per day to the boys under 16 years of age. The advance is to commence on New Years Day. There has been no agitation or meetings held by the top men in connection with these collieries and the above were received by general satisfaction. A similar advance was given on the 1st July last year.

5th March 1921.

“Our lease expires on 25th March and on that day we intend to give up possession of Hornthorpe Colliery. The men will be found employment at our other pits as far as possible.” This was the statement made by Mr. Greensmith General Manager of Messrs J. & G. Wells Ltd. when asked about the future of Hornthorpe Colliery Eckington. Hornthorpe is an old colliery it was sunk by the present owners in 1871 / 1872 and the present output is something over 1,400 tons per week of six working days. The water question at Hornthorpe is a serious one and it is necessary to keep the pumps going continually to keep the workings clear and to safeguard neighbouring pits.

Sir George Sitwell told the Derbyshire Courier that there was apparently no prospect of work being continued at Hornthorpe after the expiration of the lease.

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2nd April 1921.

The last load of coal was taken from the Hornthorpe colliery on Thursday night last week. A few men are now employed in dismantling and bringing up the plant and other valuable stock which is expected to take over three months. The pumps are still working and the pumping machinery will not be taken down and removed until the very last day.

Most of the men have been transferred to the Norwood and Holbeck pits although some men are going to the small Howox near Hornthorpe where an extra shift will probably be put on.

Killamarsh Colliery.

9th January 1858.

A lamentable accident occurred at the colliery belonging to Messrs Turner, Ward and Company in which four men lost their lives. About thirty men were employed in the mine. At about 6.00 a.m. twenty four men had descended the mine in safety. The four men who lost their lives declined going down earlier on having a suspicion that the pit rope was not secure. When their companions reached the bottom of the shaft they overcame their fears and proceeded to descend the shaft but had not been lowered more than ten yards when the rope snapped in twain precipitating them to the bottom a distance of about sixty yards.

19th February 1870.

Mr. Nicholson begs to announce that he has instructions from the owners to catalogue and prepare for sale all the machinery and working plant, stores and effects connected with the above colliery. A 12 hp horizontal winding engine, 12 hp beam engine for winding, 4 hp donkey engine, one iron coal boat and two wooden coal boats.

3rd December 1887.

The sinkers employed at the new shaft of Messrs Greensmith and Smallwood of Killamarsh have, just struck a seam of coal. It is only sixty feet deep from the surface and is nearly four feet in thickness. The coal although shallow is very strong and is considered very valuable for household use. The colliery is in the most elevated and the most thickly populated part of the village and is within easy access of the railway station and most distant parts. The proprietors have been working the same seam for several years but were placed under a geographical disadvantage. They ultimately determined to sink in the centre of the village and are deserving of their success that will in all probability attend the venture. A good land sale is anticipated.

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Plumbley Colliery



The Engine House. (ANB).

Eckington Plumbley Colliery. Known locally as 'Seldom Seen' colliery because it is so well hidden in the picturesque Moss Valley. The engine house is now restored and the site and building is part of a preservation order. The colliery was sunk about 1860 and closed in 1901.

In the 1870's the local land owner Mr. De-Rhodes set about expanding and modernising his coal mining operations. His collieries were further expanded by the inclusion of better transportation from the pit head to the Midland Railway nearby at Eckington and Renishaw. He constructed a railway link of his own known affectionately in the locality as the 'Penny Engine Line'. This investment led to his bankruptcy.

It is unsure what kind of steam engine the building housed.

The engine house is well worth a visit at SK 42106 79997.

Plumbley Colliery.

31st December 1881.

Miners and contractors desirous of tendering for driving 221 yards of bind heading at Plumbley colliery near Eckington may obtain particulars at the offices of the Manager Mr. J. W. Fearn Mining Engineer Chesterfield or from the under viewer at the colliery Mr. John Hurst.

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8th October 1887.

In the matter of the Company's Act 1862 / 1867 and in the matter of the Plumbley Colliery Company Limited.

The creditors of the above named company are required on or before the 28th October 1887 to send their names and address and the particulars of their debt or claims and the name and address of their solicitors if any to Edward Newsum 19/20 Baxtergate Doncaster the Official Receiver.

12th November 1887.

Messrs T. B. Richardson and Son will sell by auction at the Royal Hotel Waingate Sheffield on November 19th 1887, twenty-five useful horses with their harness removed from the Plumbley Colliery Eckington also 35 tons of old and new hay in lots now standing at the colliery.

Snowdon Lane Colliery

22nd October 1892

Sale at Snowdon Lane Colliery, Bramley Moor, Eckington. Messrs. Byron and Wrangley have received instructions from the executors of the late J.J. Stott Allen to sell by auction the whole of the colliery plant including 10hp horizontal winding engine ten inch cylinder 24 inch stroke, two donkey engines, 4 egg ended boilers, 7 foot 6 inch flywheel and drum. The colliery is situated 2 miles from Dronfield/Unstone and three miles from Eckington.

October 1st 1864

Violation of Colliery Rules.

John Staton was charged by Mr. Wells colliery proprietor Eckington with violating the rules of the colliery by using lucifer matches in the drift and smoking. Fined 20/- and 9/6d costs.

Disputes

October 1st 1864

George Wellington was charged by Mr. Wells with absenting himself from work since 19th September. Fined 6/6d and told to return to work. July 1st 1893Eckington

Dispute. Mass meeting of miners, 3000 miners affected. On Wednesday Mr. W.E. Harvey and a deputation waited upon Mr. J.G. Wells at the Eckington Colliery with regards to the dispute. Subsequently at a mass meeting in the Wesleyan Methodist schoolroom Mr. Harvey informed about 1400 miners as a result of the interview.

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December 28th 1889

Pay Advance.

It was announced last Thursday to screenmen, labourers and others employed on the surface at the Holbrook, Hornthorpe and Renishaw Park collieries that an advance in wages of 3 pence per day would be given all round to the men and 2 pence per day to the boys under 16 years of age. There has been no agitation or meetings held by the top men in connection with these collieries and the above was received by general satisfaction. A similar advance was given on the 1st July last year.

Spinkhill Colliery.

15th January 1901.

The dispute relative to the establishment of a price list has been before the Derbyshire Miners Association for two months and Mr Harvey had been unable to effect a settlement and therefore, authorised the men to give notice.

Westthorpe Colliery SK 47/57 454797 1923-1984.

It was owned by the local company of J&G Wells & Co LTd who in 1927 built 600 houses at Killamarsh to house its workers. They owned several collieries nearby and were a firm who were deeply rooted in the local mining industry. It was vested into the National Coal Board on January 1st 1947.

In 1923 the colliery was sinking into the Deep Soft Seam which was about 140 feet from the surface. It first employed 44 men underground and 62 on the surface.

By 1945 E Thompson was Manager. A.H. Jackson was Undermanager and the company were employing 732 men underground and 215 men on the surface.

The colliery closed in 1984 and many men transferred to other local collieries.

Information on other Eckington & Mosborough Collieries.

Coal Mining information about Eckington and Mosborough, from 'Mosborough Web'. The following text is from an article by a Mosborough man George Foster written in 1886 the whole article is well worth a read.

Mr. George Wells worked several collieries and coke ovens including Little Hill and Mosborough Common. Mr. Joseph Wells, his father, purchased Sales and Bibbs' pit, Moor Hole. In May of 1844 Mr. George Wells died, and his sons Joseph and George Wells carried on the coal pits. Mr. George Wells paid his Mosbro' workmen their wages at the Crown Inn. In 1845, Messrs. J. And G. Wells began sinking Moor Hole pit.

Colliery proprietors, mentioned as follows: Messrs. J. and G Wells, afterwards J. and G. Wells and Co., Limited.

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Richard Swallow, afterwards Richard and John F. Swallow. Joseph Bishop, Plumbley Lane.

John Rhodes, Plumbley Colliery. Afterwards Plumbley Colliery Company Limited. Luke Worrall, next his widow, and then his son John. Robert & James Newton near the Cliffs, Plumbley.

Joseph Alton and Thomas Bunting, the Cliffs. J. and G. Wells, at Moor Hole, which had been reopened. Coal worked independent of the Company. J. and G. Wells and Companies colliery at Holbrook employed more than five hundred men and boys underground, about one acre of coal was mined every week.

Sales and Bibbs working a pit at the top side of Moor-hole, it was worked by steam, and a large quantity of coke was burnt.

On September 8th, 1859, there was an explosion at Silkstone Main colliery, in which the following persons were killed Naboth Kirkby, aged 18 years; Hugh Bird, aged 17 years; and two boys. Charles Dowman and Henry Stimson.

Mark Hodgson sank a pit on the cliffs at Plumbley Lane there was a large amount of water to contend with. In 1845 a man named Shaw of Attercliffe took it over and worked it a short time until William Galley took over the colliery as the proprietor until its closure.

You will find information on Mosborough and Mr. Wells and his family on www.mosborough.org.uk in an article called 'Reminiscences of Mosborough' 1886 by George Foster. (Many Thanks Alan J Burke).

Foxley Oaks Colliery. SK 36/37 388742

This colliery at Whittington was sunk in 1861 by the Pierce family originally to a depth of 483 feet which was to exploit the Silkstone or Blackshale seam which was at 473 feet. The shaft was later deepened in 1867 by a further 228 feet.

Foxley Oaks colliery in 1880 was owned and operated by the Whittington Silkstone Colliery Company.

Derbyshire Times. 14th. March 1863.

Wanted 40-50 colliers to work the Silkstone seam of coal. Constant work guaranteed.

21st. March 1863.

An inquest was held at the Cock and Magpie Inn Whittington on the body of Richard Shemwell 19 a coal miner. George Shemwell a banksman at Foxley Oaks colliery said the deceased was his son who was killed on the 2nd. March by falling down the shaft of a coal pit belonging to Rev. W.M.Pierce.

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19th. February 1876.

A meeting of the workmen employed at the above colliery took place at the New Bridge Inn for the purpose of presenting a testimonial to Mr.S.Hawkins enginewright on the occasion of his leaving the service of the Whittington Silkstone Colliery company. Mr. Sheldon (checkweighman) was called to make the presentation which consisted of a costly gold Albert guard and locket.

14th. & 21st. April 1883.

On instruction from Mr.W.D.Holford the liquidator of the Whittington Silkstone Colliery Company, John Turner and Son will sell by auction the above colliery the plant comprising of 9 steam engines, air compressor, steam pumps, and vertical donkey engine by Oliver & Company. Horizontal engine with flywheel by Easterbrook, steam engine and compressor by Warsop & Hill, water heaters double flue by Hawksley Wild & Company.

20th. September 1884.

John Turner and Son will sell by auction at the Angel Hotel Chesterfield on the 2nd. October 1884 at 3:00pm. all that valuable colliery known as Foxley Oaks colliery situated at Whittington. It is in direct communication with the main line of the Midland Railway company. The colliery comprises of about thirteen acres of freehold land whereon are erected the colliery offices eighteen cottages and out buildings. Also all the mines minerals lying under the land. Below the Deep Soft and Dunston coal under the lands under the Midland Branch railway. Minerals include 70 acres of Blackshale coal and other seams of coal and ironstone upwards of 1000 acres. One pair of shafts is sunk into the Blackshale seam and another pair of shafts is sunk into the Dunston seam.



Foxley Oaks Opencast 1996.
¾ top to Tupton bottom. (A. Jackson).

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Glapwell Collieries.

Glapwell No2 shaft SK 46/56 46536660
Bramley Vale No1 Drift top SK 46/56 46706634
Bramley Vale Drift Mine. 1954-1974.

Glapwell Colliery. 1882-1974.



Glapwell Colliery was one of the new Top Hards collieries of the Sheepbridge Coal and iron Company in an era when the country required good coking and steam coal. The Sheepbridge company reached the Top Hard or Barnsley Bed seam in July 1883 and production commenced from a colliery which used both shafts and the Bramley Vale drifts to extract the coal. In 1916 the company leased the lower seams at Glapwell to give the colliery new life, as only the upper seams had been worked in the thirty years prior. The extent of the mining operations here can be seen by the nine shafts and the two drifts in the immediate area of the main colliery.

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Glapwell Colliery & Station. (Unknown).

The colliery closed in 1974 with all the men being transferred to other local collieries.

The first of the two local railways to be constructed in the Bolsover area was the Midland railway or originally a branch line construct from Bolsover colliery station to Glapwell colliery station which was completed about 1865.

(It later linked up to Pleasley and other collieries via the Rowthorne Tunnel).

The Doe Lea Branch line extension was started in 1884 and completed by Autumn 1890 when in September that year the single line was open to passengers. In June 1892 five hundred miners and their wives and families left Glapwell station at 2am and travelled to Llandudno, returning at midnight.



Site of Station prior to Industrial Estate. (ANB).

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The Glapwell Colliery & Bramley Vale Drift Wheels Awaiting Siting. (ANB).
Now Sited on Industrial Estate Site.

This line also carried men into the local collieries by Paddy Mail, the train was laid on by the colliery owners and the railway company to provide transport to and from work at the collieries. The carriages were crude and worn out, they had bench seats, windows missing or were just empty coal wagons for the miners to ride in 'The Paddy Mail' was provided because it was illegal for work men, in the days before pit head baths, to frequent ordinary railway carriages in their 'dirt' (working clothes), and the men if caught were liable to be prosecuted by the railway company. The main runs for the trains were from Chesterfield to the Staveley collieries and iron works, Dronfield to the Grassmoor collieries and coke works and Staveley to Glapwell colliery. Coal from the colliery was exported world wide by the railway companies with the coal being shipped from the extensive coal handling facilities of the Humber ports.

Derbyshire Times. 22nd March 1890.

Accident to colliery train 14th January 1890.

We are informed by the Midland Railway Company that they have come to terms with the miners who were in the accident. The company have agreed to pay all the men a days wage and substantial compensation to those that were injured.
12th July 1890.

Legal proceedings in the case of Mr. Frederick Hart and the Midland Railway Company. The plaintiff who is a miner claimed damages for injuries sustained by him in an accident of a workman's train at Glapwell on 14th January last. Hart was in the centre carriage which took the worst of the collision. A large number of miners were injured more or less severely. Most of the claims have been dealt with. That in which Hart figured was one of the few left outstanding.
The company would pay the plaintiff £75 plus costs.

Derbyshire Times. October 8th 1887.

On Tuesday morning a sad accident occurred on the Midland Railway branch line at the Glapwell Colliery belonging to the Sheepbridge Coal and Iron Company. A Midland Railway Company engine was engaged in shunting operations when an office boy at the colliery named Edward Turner 18 years of age attempted to cross the

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line just in front of the locomotive he was knocked down and ran over by the engine being fearfully mangled. He was at once removed to the Chesterfield Hospital but he died from his injuries shortly before 11:00am about three hours after the accident. Enoch Turner miner of Doe Lea in the Parish of Ault Hucknall identified the body of that of Edward Turner his son aged 18 employed as an office boy at Glapwell Colliery.

May 5th 1888.

On Thursday last week whilst two of the banksmen employed at the Glapwell Colliery were engaged in greasing the winding rope by some means or another one of them named William Hollingworth residing at Rowthorns overbalanced himself and fell to the bottom of the pit shaft some 286 yards. The deceased was 40 years of age and a widower and leaves a family of three or four children. An Inquest was held at the Young Vanish Inn Glapwell on Monday by Mr. Coroner Busby when the body was identified by James Hollingworth brother of the deceased. Charles Snow Manager of the above named colliery deposed that the pit shaft was 295 yards deep and said that there were beams at the top which covered the shaft in order that the two cages might be used. When the ropes were oiled the planks were thrown across the beams for the men to stand on. More details were given by the winding engineman, enginewright and the other banksmen.

The cause of him falling was owing to the cage catching the timbers on which he stood and so precipitating him backwards and down the pit. The jury found a verdict of accidental death.

December 28th 1889.

A meeting of miners was held last Friday evening in the Hare and Hounds Inn Palterton of the banksmen of Glapwell Colliery which belongs to the Sheepbridge Coal and Iron Company. They had asked the company for an advance on their wages last week of 15%. The company in October last had granted them an advance of 5% and now offered another 10%. The banksmen have decided to accept this offer and will not now press for the other 5%. Mr. Robinson presided and Mr. James Haslam secretary of the Derbyshire Miners Association also addressed the meeting.

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North Derbyshire Collieries

Grassmoor Collieries. SK 46/56 41206768

The Grassmoor Collieries.

The Grassmoor colliery complex was developed in an area which had for many years been worked by small enterprises. The colliery we know as Grassmoor colliery was founded around 1846 when Alfred Barnes returned to the area from journeying abroad. He was instructed by his father to set work in progress to sink collieries on land at Grassmoor which his father had purchased. At first three shallow pits were sunk after the necessary leasing of the mineral rights from the Duke of Devonshire. The revenue raised from this small localised coal production at the three pits was used to sink the deeper and larger shafts into the profitable Blackshale seam, the cost being £40,000. The number one shaft to the Blackshale was sunk in 1861.

The Grassmoor colliery company sought limited liability in 1884 the cost of which was around £200,000, and this during the depression in the coal mining industry of the 1880's. Many men were transferred from the Barlow collieries at this time. Three hundred and fifty railway wagons were purchased and left in sidings and all but one of the company subscribers were Barnes family members with the one exception being George Leach who was the company cashier. Later, by 1896 the company controlled a great group of collieries producing around 24,000 tons of coal each week. The company boasted some sixty miles of underground roadways including six miles of coal face. The main Grassmoor shafts to the Blackshale seam were 1,350 feet deep and a steam winding engine was used with two thirty six inch cylinders and an overall stroke of six feet. The double deck chairs used in 1896 could carry two tubs of coal or materials on each deck.

The collieries were known locally as the 'Barnes collieries' and were involved in the coking of coal since 1846 using 'Otto' ovens constructed by German engineers. These ovens were replaced by newer and more efficient ones in June of 1934. The gas produced from the coking process was piped to Chesterfield, Shirebrook and Mansfield for domestic and industrial customers, hence the saying 'Chesterfield depends on Grassmoor'. The plant could produce (daily) from four ovens with a fifteen ton coal capacity each, 300 tons of coke from 404 tons of coal, 5,000,000 cubic feet of coal gas 19 tons of tar, 6 tons of ammonium sulphate, 15,000 gallons of crude Benzol and 13,000 gallons of motor spirit. The Barnes colliery company event into voluntary liquidation in 1928 thus severing all the Barnes family ties with the company. The colliery which by now employed five shafts was finally closed in 1950.

On November 19th 1933, fourteen miners were killed and eight men injured when an explosion ripped through the Deep Hard seam at the number eight colliery. Prince George visited the area as he was staying at Chatsworth at the time, to convey the sympathies of the King and Queen to the families of the victims.

The colliery site was turned into an area training centre in 1952 to train new miners and educate existing miners on the new technology and safety.

The colliery remained in production until at least 1961. From at least the mid 1950's the colliery worked in the Tupton, 1st Piper, 2nd piper and the Deep Hard seams.

North Derbyshire Collieries

Grassmoor Colliery.

1st June 1861.

Joseph Wilson engine tender late in the employ of Messrs Barnes coal masters Grassmoor summoned them for £4 being a month's wages. The manager Mr. Bromley asked Wilson to work in the pit whilst the engine was being repaired. Wilson refused on the grounds that he was an engine tender and was not justified in accepting any other employment than that in which he was engaged. Messrs Barnes had no right to require him to do any other work and were ordered to pay the £4 wages.

3rd March 1866.

A fatal accident to Joseph Lowe working at Messrs Barnes pit at Corbriggs met with his death under peculiar circumstances. The boys at the bank are employed in pushing up loaded corves up an incline in order to empty them and usually ride them down again to the pit mouth. A lad named George Rodgers was so employed when the corve on which he was riding attained to great a speed and ran down swiftly towards the pit mouth. The deceased was engaged in receiving a cage of men which was coming up the shaft and did not hear the shouts of alarm and the corve struck him on his buttocks and drove him violently against the prop handle which fatally injured him in the abdomen. He was put in a cart but told the manager he was done for. His anticipation proved correct he died the next day.

17th May 1876.

Great wages dispute. At Grassmoor things have not changed with regards to coal getting and the men refused the masters 15%. The proprietor A. Barnes Esq. is in the progress of sinking another large and well fitted up colliery.

4th October 1876.

The new collieries belonging to Messrs Barnes and Company Grassmoor reached the Blackshale at a depth of 440 yards. The pits have been pushed forward with every possible speed since about Christmas 1874. The most improved and powerful machinery has been erected for the haulage of the mineral through the shaft 16 feet in diameter which will accommodate both the up and down cages. Another shaft is 15 feet in diameter and 320 yards deep. When these pits are in full operation the output in all probability reach 1,000 tons daily and give employment to at least 600 hands. The Blackshale is a little over 4 feet thick of good coal and there is coal to last very many years.

8th July 1893.

Mr. Barnes of the local coal owners association said that on the increased coal supply changes in the weight from 21 cwts. to 20 cwts would amount to an increase to the Grassmoor Colliery Company of £4,000 per year. They raised about half a million tons a year, the increase to the Midland Railway Company would be £80,000 / 90,000 per year.

North Derbyshire Collieries



Grassmoor Area Training Centre. (A.Jackson).

North Derbyshire Collieries



2007 prior to demolition.



Classrooms.



Electrical & Mechanical.



North Derbyshire Collieries

Hollingwood Common Canal and Mine SK 47/57 417747

'The Hollingwood Common Canal is a tunnel one and threequarter mile long, and not connecting with the Chesterfield Canal but kept one foot lower by means of a culvert under the canal. The whole of its length except the first three hundred yards is driven in the Deep End or Squires seam. It is used for draining and working the coal seam and two others near to it produces good coking coals for the Nottinghamshire and Lincolnshire market At its southern end it is about eighty yards from the surface. The tunnel is six foot high, five feet nine inches wide with two foot of water The boats are twenty one foot long, three feet six inches wide and hold seven cones or boxes containing twenty to twenty two hundredweight of coal each. When the tunnel boats arrive at the side of the canal a crane is used to hoist up these boxes and empty the contents into a canal boat Canal barges on the Chesterfield canal for the conveyance of coal were seventy foot long seven feet wide and capable of holding twenty tons of coal. Near to the middle of the tunnel there are sixty eight yards driven through a grit stone. without the arching being held up by bricks as it is in other places along its length. This curious colliery belongs to his Grace the Duke of Devonshire on his own account under the direction of Mr. George Dickens his colliery agent'.



(J. Farey 1811).

The colliery was said to have been worked over its initial period by the Smiths of Chesterfield and also by Barrows company who built their works at the side of this colliery later in the century. Some of the coal was sold as house coal and good house coal was said to be a blend of two thirds soft coal and one third hard coal and customers expected it to be blended at the colliery prior to delivery. The colliery was ventilated by seven air shafts along the shallow length from the Chesterfield Canal to the top of Private Drive, one such shaft surviving at the top of Private Drive Hollingwood, the southerly end of the canal finishing after passing the site of Westwood colliery.

The mine worked ironstone initially but was mining coal when Farey visited it in 1799-1800.

In 1991 opencast operations were being carried out near to Staveley works and the Hollingwood Common Canal SK 47/57 417747, the contractors were to be responsible for the cleaning up of the Chesterfield canal and the Brimington bypass once again seemed likely to be built but the issue of building a road over an underground canal seemed likely to have its problems and so the tunnel was to be

North Derbyshire Collieries

opened up and explored to see if it was safe to take the road over it. On a visit to the site I spoke to the site foreman who was trying to find the location of the tunnel entrance. We worked out where we thought it might be and to my delight the following week the site had been excavated and two tunnels were exposed. Our guess was spot on and so was John Fareys description from 1811.

The tunnel is double brick lined with several bricks marked 'Hardwick' which may be later additions when the ends of the tunnel were sealed, the tunnel is impassable because of a build up of silt to about five or six inches from the top with a small stream running on top of the silt and only a few inches of air space left on top of the water. The second tunnel would appear to be a siding to store the empty boats in for the return journey. So all the empty barges travelled up to the other end together. The barges would possibly have been peddled up and down the tunnel by the miners laying on their backs and pushing on the roof.

It must be noted that the original path of the Chesterfield canal has twice been altered since the underground canal has been abandoned.

Hundall Colliery SK 36/37 386771

A colliery which borders on the Unstone area from Whittington and comprised of two shafts of 262 feet deep into the Silkstone or Blackshale seam at 256 feet from the surface.



Colliery Site Looking to Miners Arms, Hundall. (ANB).

August 8th 1877.

Chesterfield County Police Court.

William Widdowson collier New Whittington was summoned for violating colliery rules at the Hundall Colliery Whittington on 30th July by striking a lucifer match in a part of the pit where safety lamps were required to be used. Widdowson pleaded guilty and was fined ten shillings plus costs.

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October 8th. 1887.

Important Sale on November 1st. Hundall and New Whittington Collieries.

John Turner and Son. have been honoured with the instructions from the Hundall Colliery Co. to prepare for sale the whole of the valuable colliery plant comprising viz: seven winding pumping engines, one six wheel locomotive engine, headstocks etc. two Lancashire and two G.G. end boilers, 4,000 yards of railway rails, 300 pit tubs, wire ropes, contents of blacksmith shop.

Ireland & Hartington Collieries.

Ireland Colliery SK 47/57 43757415

Hartington Colliery SK 47/57 434755.



Ireland Prior to Closure. (B. Crossland).

Extracts from the Staveley Coal and Iron Company Annual report of June 30th. 1875. 'The Ireland sinking into the Deep Soft or Hollingwood Bed at Staveley has been proceeded with, but considerable difficulties were met with the early progress of the works which materially delayed the sinking. The tubbing has been carried down from the surface to a depth of about 141 yards, and the whole of the water tubbed back, and no further difficulties are anticipated'.



Ireland & Hartington. (Unknown).

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Ireland

The new colliery (Ireland) on the outskirts of Staveley was to be connected underground to the nearby colliery at Hartington or New Hollingwood to pump and ventilate the workings. With this project in mind the company report of June 30th. 1877 reported that arrangements were being made to sink another shaft at New Hollingwood for the purpose of improving the ventilation and pumping facilities at the two collieries. The upcast shaft at New Hollingwood having previously only provided ventilation by means of an outdated furnace. The cost of these improvements being met out of the companies reserve fund.

Hartington Colliery.

New Hollingwood colliery was originally sunk as a single shaft with a furnace for ventilation and was coupled underground to the older Staveley area collieries. (Date of sinking unknown). The next annual report for 30th. June 1878 reports that the sinking of the new, New Hollingwood shaft had been completed and the heavy pumping and ventilation machinery were to be in place and working by the end of the financial year. The ventilation system was completed on time but the pumping plant continued to be installed until the end of the year, on completion this led to the abandonment of four smaller pumping installations.

Work continued at the New Hollingwood colliery with a staple shaft, (A shaft sunk underground between seams) being sunk in the vicinity of the pit bottom to prove the Blackshale seam. On completion of the staple shaft in 1879 the old shaft was extended into the Blackshale seam along with the new shaft at a depth of 390' from the surface followed by a link underground between shafts. to further extend the capabilities of the colliery. During 1880 the New Hollingwood colliery was near to completion and the surface plant was being installed to satisfy the market for the companies gas and house coal. A delay had occurred in the work because four men were killed in an underground accident at the colliery.

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Hartington Colliery 1990. (J. Rayner).

Taken May 1990 after reopening the downcast shaft. (This was incidentally the original upcast shaft as it includes the furnace drift). Temporary headstocks with winding kibble bucket and stage platform winding engine to right hand side.

It was decided that in 1880 the new colliery was to be called the Hartington colliery from then on, a colliery village was built nearby to house the workforce and officials. The colliery was finally completed prior to the annual report of 1881. As a part of the Ireland complex the collieries were able to produce more coal for the company than had been possible since its formation, the colliery ceased production in 1930 but was used as an egress for Ireland colliery.

A few years ago I was fortunate enough to make several visits to Hartington colliery prior to the demise of the local coal industry. Hartington colliery or Hartington Silkstone was then used only as a second means of egress for Ireland colliery and after the closure of Ireland it was used solely for water pumping from the underground seams to protect Markham and Bolsover collieries from flooding. The pumps were situated in the pit bottom and were quite antiquated and so the firm of Cementation were lining the collieries old upcast shaft at the bottom to facilitate a large submersible pump to pump water into the nearby river Rother.

Access to the mine for British Coal staff was via the old downcast shaft which was converted to an upcast shaft by the inclusion of a surface fan house and equipment which was now obsolete and redundant but all still in place. The winder which was part of our examinations was really only a large haulage engine and not what I would call a proper winding engine, the winding rope was only as thick as one of my fingers!

The ride on the chair was quite sedate and on arriving in the wet pit bottom and stepping off the chair one noticed how low the roof was and how it was like stepping back in time to the so called golden age of mining. The compact pit bottom was not suffering from weight stress or floor lift on it, it was built that way. For many years the only way to ride the shaft was in a kibble, a large bucket, this was rather neatly placed at the side of the roadway next to the shaft.

The colliery itself had not been used to mine coal for about forty or fifty years but was the centre of attention by the survey staff and the colliery officials from Markham

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who were checking plans and exploring behind stoppings and up old roadways, one poor soul had to walk from Markham through Ireland to Hartington and possibly back again through the old roadways on safety examinations. I cannot say definitively whether the walk was both ways or whether it was on a daily or weekly basis but it was done.

One such stopping was removed to expose the staple shaft opened up to prove the Blackshale seam in 1879, before the main shaft was deepened to gain access to the Blackshale seam. This is reported in the Staveley companies Annual Reports in the 1870's. The cage is very small, possibly large enough for four men, it is very unstable and the sides of the angles could be moved from side to side easily. It was very rickety. The steel winding rope was coiled up at the side of the chair, this was the thickness of my little finger and the winding engine was just a small haulage engine.

The old pump switch gear for the mine was housed in a room just off the side of the old upcast shaft in which the Cementation engineers were working. The idea was that when the new pump was installed the pit would flood and the rising water would be allowed to spill over into the shaft through a large letter box set into one side of the shaft for the submersible pump to keep the level from rising up the shaft. On one visit I was fortunate enough to ride in the contractors kibble out of the mine, this held four men comfortably. The shaft had a temporary winder above it with two sets of winding ropes. One raised and lowered the kibble in the centre for men and materials whilst the other ropes wound a platform up and down for the men to work on the sides of the shaft. This machine had seen service at various mines since the 1930's.

When the winder operated safety gates were lifted from over the shaft and one could see daylight from above, the walls of the shaft were damp and reflected the light to make it look like a spiders web shining with dew. On the way to the surface we passed the old furnace drift which in the days before proper fans were used housed a furnace. The furnace burnt coal, the hot air rose pulling with it air from within the mine and up to the surface thus ventilating the mine. Not very efficiently and very dangerous. The drift was like a large cavern running uphill and into the distance.

In 1896. Hartington No1 Colliery employed 293 men underground and 39 on the surface. Hartington No2 Colliery employed 306 men underground and 44 on the surface. Ireland Colliery employed 620 men underground and 160 on the surface.

Derbyshire Times 24th December 1921.

A startling statement was made this week by Mr. D.N. Turner agent to the Staveley Coal & Iron Company to the effect that unless the men at the Hartington and Barlborough collieries were prepared to accept a substantial reduction in wages the company could not see their way to run these pits any longer. Some 1,500 men will be affected if this drastic threat is carried out. With the winter approaching the untold suffering will be caused in the Staveley district unless the men are given employment at other pits under the company.

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Langwith Colliery. SK 47/57 529707

The Sheepbridge Company had in operation four pits as mentioned at Norwood, Dunston, Nesfield and Sheepbridge on the works but it was a need for more coal as there had been an upturn in the demand for local coal and therefore greater profits sought for the company that made them sink Langwith 1876-1880 and Glapwell *Collieries on an 84 year lease at a price of £30 per foot per acre and a minimum reserved rent of £4,000 with a surrender clause after 15 years. Leases that were extended and revised as the operations progressed. The 1833 Portland lease was for a 40 year term at £15 per foot thickness per acre under copyhold land and £40 per foot per acre under Whaley Moor with a minimum rent of £700 per annum. Allowances were made for faults and inferior coals if met. The pit initially cost £46,000 and was capable of producing 500 tons of coal per week.



*One item worthy of note is that the productivity at Langwith may have been at the expense of the ponies: a total of 163 at the four collieries in 1883. Norwood 56, Nesfield 25, Dunston 44 and Langwith 38. Ponies having a life of five years at all the pits other than Langwith whose average was only half that, two and a half years.

1896. Manager John Bennett. 1044 men employed underground working the Top Hard seam, with 240 on the surface.

1908. Manager TA Elliott. 1084 men employed underground and 181 on the surface.

1918. Manager T Wharton. 1206 men employed underground and 458 on the surface.

1938. Manager D. Bishop. 1360 men employed underground and 400 on the surface.

1945. Manager A. Badeel. 1156 men employed underground and 462 on the surface.

The colliery closed around 1980 and I was privileged to do my underground training there just prior to it closing in 1979. The shafts were kept pumping to prevent Creswell Colliery from flooding.

***Men of Iron (A History of the Sheepbridge Company)**, by Mike Finney pp 26-40.

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Markham Collieries.

MARKHAM NUMBER ONE COLLIERY SK 47/57 450723

MARKHAM NUMBER TWO COLLIERY SK 47/57 449719

Background.



Markham No's 1 & 4. (John Rayner).
Downcast – Upcast.

For centuries prior to the sinking of the Markham colliery shafts coal had been worked in this area from several small mines owned and operated by individuals and small companies. These mines worked the shallower seams which often surfaced locally due to the uplift in the strata or anticline which runs from Staveley through Brimington towards Calow, called the Brimington Anticline. Coal has been one of the areas greatest assets, we know that the Romans mined coal along with ironstone, there were Medieval miners too. The history of coal mining is a vast subject with different areas and different owners mining coal in their own particular time honoured ways. Change was always slow and painful in coming with these changes often only coming after serious mining disasters with the loss of life or limb.

Coal was not the first choice for fuel, it was wood that was readily available and ancient laws allowed the common people to collect wood for burning on the home fires. Charcoal was used to smelt iron, this was often made from animal bones and not wood. It would however seem that because the seams basset out in the area as a result of the Brimington Anticline, coal would be easier to find in larger quantities than wood. The shallow shafts and drifts employed in the middle ages to win the coal were frequently filled in and re-sunk elsewhere as it was cheaper to do this than to maintain the ventilation and the security of the underground roadways. After the advent of the Industrial Revolution and the gradual changes in technology and company laws by the latter half of the nineteenth century the disposable colliery made way for deeper, larger, permanent and more profitable mines being run by large private concerns.

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No's 3 & 2 Shafts at No 2 Pit. (John Rayner).
Upcast - Downcast.

Markham Colliery Comes into Being.

(The collieries at Markham were named after Charles Markham, whose family were so prominent in the history and development of the Staveley company and the Chesterfield area. Charles Paxton Markham (1865-1926) the eldest son of Charles Markham (1823-1888) and his younger brother Sir Arthur B. Markham (1866-1916) and his son Sir Charles Markham).

In 1882 the Staveley company leased 5,000 acres of coal reserves on the Sutton Estates from William Arkwright, the lease was for sixty three years and by 1885 the new Sutton estate colliery and housing or Markham number one colliery was in full production. Another colliery was sunk shortly afterwards in 1886 into the Deep Softs or Clay Cross Softs seam at a depth of 1,512 feet from the surface, this colliery was to be called Markham number two. This area of coal had for many years been sought after by the Staveley Company but it appears that William Arkwright and his predecessors were in conflict with the Duke of Devonshire about way leave over Devonshire land to the Chesterfield Canal which Barrow and the Staveley company were mining underneath and as a result Arkwright would not allow Barrow to take up a lease in favour of the Smiths at the Adelphi Ironworks.

The most productive seam in the area was the Top Hards seam which was worked at Markham, but, by 1919 the workings were out as far as Palterton and it was decided to sink another shaft at Doe Lea Bridge and call this Markham number five shaft or

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the Palterton Air shaft to improve ventilation and man riding, the Top Hard seam here was six foot two inches thick. (Were there ever plans to expand number five shaft pit head with a rail link and washery plant into another separate colliery?) It would appear that Ramcroft colliery took over this role, a subsidiary of the Staveley Company. The Palterton Air Shaft or 'Mackerel Main'. Was a new man riding shaft sunk around 1919 at Doe Lea Bridge as an improvement to the ventilation system in the Top Hard seam workings at Markham colliery. A small amount of coal was removed from the pit bottom area but the main use of the shaft was to speed up man riding and inspection of the workings and improve the depleted air supply to the seam.



Company Projects.

Throughout the colliery sinking era the Staveley company embarked on a colliery housing project building many colliery villages to house the workers at or near to the mines and works. Villages at Markham, Hartington, Arkwright, Warsop Vale, Staveley, Barrow Hill, Speedwell and Poolsbrook being just a few set up to house the many men in their employ. It also gave the company a share in the workers lives as the house went with the job and the Staveley Company openly encouraged non unionism as the men could and would be evicted from the houses if they went on strike or opposed the company or any of its rules. Many of these terraced dwellings are still in existence today.

The Staveley Company had by the 1920's a very extensive power grid network supplying its own collieries, works, housing, local companies and local authorities needs. The Power department of the Staveley Coal & Iron Company was able to supply annually around 54 million kilowatt hours of energy, with an average load factor of around sixty percent. It also used several steam drives to provide motive power at the collieries for winding. The electricity was generated at the Devonshire works at Staveley, producing 6.6kv at 30 cycles and 22kv at 50 cycles after transformation for the grid feeder cables. The generation was 25,500 kw alternating current and 1,500kw direct current. A 1,500kw and a 1,200kw, mixed-pressure turbo-alternator at Markham and Warsop respectively added to the network supply. The power was generated as a result of utilising waste steam, burning waste gasses from blast furnaces and the raising of steam from burning low grade fuels.

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On December 13th. 1960 the government of the day sold the Staveley Iron and Chemical company and its subsidiaries for £6,000,000, the sale included the Sheepbridge company which was taken over by the Staveley company in 1955, and three smaller iron companies.

Blackshale, Site of the two explosions.

Deep Hard,

Deep Soft,

Ell Coal,

First Waterloo, drifted into from the Top Hards inset but drifts are down hill and development ceased due to severe flooding.

High Hazells, appears to have been opened up from the shaft inset but never worked.

Piper,

Second Waterloo, worked from a fully mechanised shaft inset, state of the art transport and coal cutting from a multi-million pound investment from EEC. Most faces on the retreat system and the machine remotely monitored from the surface..

Threequarter,

Top Hard. Worked extensively until around the 1930's.

Working Abandonment.

Top Hards abandoned 5th July 1937. Seam worked out and nearing an extremely steep area approaching the outcrop. No coal drawn since July 1931 but roadways were kept open and examined.

High Hazel abandoned 5th July 1937. Workings were unprofitable. No work at faces since May 1931. Roadways kept examined with a view to possibly reopening the workings.

Top Waterloo abandoned 5th July 1937. Workings were unprofitable. No coal drawn since June 1931. Roadways kept open and examined but no restart of operations.

During the 1980's a new shaft inset was set for the production of coal from the Second Waterloo seam, several units went into production from a multi-million pound project on L30's district. It was also planned to drift to the surface with a dog leg drift from the number two pit bottom to free up the shaft coaling bottleneck but this did not get past the planning stage. A planned link from Arkwright colliery to Markham colliery was to be constructed by 1988 into the workings of L401 's unit in the Second Piper seam of number two colliery to take the remaining coal from the Arkwright faces and out of the proposed new Markham surface drift, these plans were also abandoned. The colliery closed in 1994.

Markham Colliery.

28th October 1893.

The following statement has been forwarded for publication by the Staveley Coal and Iron Company that they will reopen their Markham No.1 pit next Monday 30th October at what is understood to be a living wage as follows: stall men 7/- per day, loaders 5/- per day. No stoppages from the above rates except house rent and club. A

North Derbyshire Collieries

load of coal will be allowed to each householder once a month. The Company will provide tools. Signed Joseph Humble, Cert: Manager.

7th April 1939.

Five hundred men began work on the development section on the south side of Markham No.1 pit of the Staveley Coal and Iron Company on Tuesday. The development will also require a further one hundred men for whom work can be found immediately. The Blackshale seam on the east where 79 men lost their lives in the disaster last May has been drawn off and closed.

The Price of Coal.

Derbyshire Times October 25th. 1893.

The following statement has been forwarded for publication. The Staveley Coal and Iron Company will reopen their Markham No.1 pit next Monday 30th. October at what is understood to be a living wage as follows. Stallmen 7/- per day and loaders 5/- per day. No stoppages from the above rates except house rent and club. A load of coal to be allowed to each household once a month. The company will find tools. Signed Joseph Humble. Certt. Manager.

Derbyshire Times 26 March 1900.

Staveley House Coal.
Coal Direct from the Colliery.

The Staveley Coal and Iron Company open their new depot at the Midland and L.D.& E.C.R. Stations for the sale of house coals of every description on June 1st. 1900.

Derbyshire Times 7th. April 1939.

Five hundred men began work on the development section on the south side of Markham No.1 pit of the Staveley Coal and Iron Company on Tuesday. The Development will also require a further one hundred men for whom work can be found immediately. The Blackshale seam on the east side where 79 men lost their lives in the disaster of last May has been drawn off and closed.

1934. 6th July, five M.P.s descend Markham colliery to witness a demonstration of the Ringrose Lamp Gas Detector, a device for detecting methane in the mine air. The Ringrose which was held at Markham was criticised because the lamps were set at 2% methane in the general body of air, the indicator lamps turning from white to red on detection. A normal flame safety lamp detects as low as 1.25 % methane in the general body of air.

1937. 21st January, an explosion in the number two unit, east district of Number One colliery Blackshale seam, resulting in the loss of nine lives. The explosion was caused by an accumulation of gas ignited by a flame which escaped from a poorly fitting lid in a flameproof enclosure on a coal cutting machine.

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1938. 10th. May, Number One colliery, another explosion after a tub train accident damaged a power cable, seventy nine lives lost and thirty eight injured.

1973. 30th July, the man riding cage in number three shaft at Number Two colliery went free fall into the pit bottom. This resulted in the loss of eighteen lives and a further twelve severely injured men.



Demolition of No 4 pit. No 3 Shaft Fan House.
1994. (J. Rayner).

The Shonky Shaft.

At Markham Colliery and other collieries in the area one of the manriding shafts was referred to as the 'Shonky' shaft. Markham No3 shaft of No2 colliery was called the 'Shonky Shaft'. Incidentally this was the shaft which had the terrible disaster in 1973. On the 30th July, when the manriding cage in No3 shaft at No2 colliery went free fall into the pit bottom after a brake rod fractured. This resulted in the loss of eighteen lives and a further twelve severely injured men.

Three other collieries with the name were at nearby Oxcroft, Ramcroft and Glapwell. The Ramcroft colliery shaft was a small shaft and winding equipment which was used only occasionally when the main coal and manriding shaft was being repaired or examined.

At Markham the shaft was latterly used to ride men and materials but was previously a shaft used to ride men out of normal manriding times. i.e. When the main shaft was set up to load tubs of coal and the riding of men would have interrupted the coaling process because of the fitting of the safety devices on the cage. The men who rode the 'Shonky' shaft would be the men on overtime or coming on early or managers and overmen riding out of normal manriding times. Affectionately called by the miners the 'Money Grabbers'.

A 'shonky' or 'shonk', is a derogatory or offensive name for a Jew. It is an abbreviated form of the word 'shoniker', used originally by Cockneys to describe a person who was unreliable, dishonest, crooked: someone engaged in illegal business activities or a 'money grabber'.

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It is possible that the number three shaft at Markham was once set aside as a spare shaft, for use in emergencies. Or it may possibly refer to a shaft, which by virtue of it not being in continual use was deemed to be unreliable or had a very poor shaky ride. The Shonky Shaft was either the one used by the 'Money Grabbers' or an unreliable one.



Brings back memories.....

Newbold Collieries.

NEWBOLD COLLIERY SK 36/37 370728
NEWBOLD BACK LANE COLLIERY SK 36/37 374720
NEWBOLD IRONWORKS COLLIERY SK 36/37 360733
DUNSTON, COBNAR COLLIERY SK 36/37 361752
DUNSTON GRANGE COLLIERY SK 36/37 367741



Old Newbold Colliery 1950's. G.W. Martin. (A.Jackson).

The mines around Newbold and Dunston were worked by individuals and small colliery companies, many of the companies and collieries did not make it into the twentieth century. The problem was that the coal that they were mining was to the west of the Brimington anticline and the more profitable seams and mines were to the east of the anticline at Chesterfield. Some mines worked coal, clay and ironstone.

North Derbyshire Collieries

rakes above the coal seams for smelting at the local iron works. In the Newbold and Dunston area there are in excess of 100 collieries shown for coal, ironstone and clay.

Small companies were set up as early as 1781-1784 when Mr. Millnes was in charge of the Dunston coal works, other companies involved with local mining operations were the Wallsend colliery company which sank the Newbold colliery shafts in the Blackshale seam in 1861 and Samuel Beale and company also mining the area in 1861. S.&W Lancaster ran Dunston colliery, Lancaster and Knowles ran Highfield colliery, James Pearson ran another Highfield colliery and Tapton New colliery company of Newbold are all reported to be coal owners in the area in the 1862 Francis White and company directory. The area was further exploited by Ashmore and Soar at Holme Close colliery. George Origin at Wallsend colliery and Johnson Pearson was at Highfield colliery by the Bulmer and company directory of 1895.

One place of special interest is the Newbold ironworks which was disused on the 1860 first edition Ordnance Survey maps but had several shafts for coal and ironstone around it.

The nine coal and single ironstone shafts are also shown as abandoned at this time. A blast furnace was erected here under the guidance of Scholefield and company of Parkgate works Rotherham around 1845. An Edward Scholefield is shown as a limeworks owner at Barlborough by J. Farey in 1811. The mines in this area would have worked the Piper, Cockleshell and Low Tupton seams of coal; and the Dogtooth and Spring or Riddings Rake of ironstone. It is quite possible that the coal and ironstone were worked and carried for use at the Sheepbridge ironworks (1857), of the Dunston and Barlow company of William Fowler (1862), later to become the Sheepbridge coal and iron company in 1864. The Dunston colliery of the Sheepbridge coal and iron company was capable of raising 250 tons of coal per day and was ventilated by double shafts and a furnace until as late as 1871.



Electric Lamp Circa 1900 from one of Pearson's Mines at Newbold. (ANB).

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In October 1854 the lease was offered for sale of the Blackshale seams of coal and ironstone around Newbold Village not more than 60 yards below the surface. The Newbold colliery and brickworks building and plant were to be sold by auction on 10th. August 1861. In 1872 Newbold Back Lane colliery was to be sold by private contract. The colliery and working plant included. Applications to A.B.Crompton.

The Newbold Coal and Iron Company sold by auction 12 powerful draught horses, 4 ponies, carts etc as a result of the completion of a railway link to the works. Derbyshire Times 4th. July 1874.

In May 1898 Holme Close colliery near Newbold was put up for auction by the owners Ashmore and Soare and the colliery closed.

Many local potteries utilised the clay beds between the coal and ironstone seams, one such pottery was Newbold Moor Pottery which was established around 1830 under management of the Sharratt family and possibly owned by the Briddon family of Brampton. It was taken over in the 1880's by a Mr. Clark and was not in use by 1919. The Pearson Potters also mined clay at Newbold.

Derbyshire Times.

Brockwell and Newbold Back Lane Collieries.

19th December 1874.

At Chesterfield County Police Court Henry Naylor proprietor of the above collieries was summoned by H. M. Inspector of Mines and charged with three various offences at Brockwell colliery and two offences at Newbold Back Lane colliery. Mr. Busby appeared to prosecute and after enumerating the charges and the section of the Act bearing them, intimated to the Bench that he was instructed by the Inspector to say that the cases were not brought against the defendant in a vindictive spirit and that the prosecution would be content with a penalty of £5 in respect of each colliery with costs. The defendant pleaded guilty and promised the offences would not be repeated.

2nd August 1890.

A serious accident occurred on Monday that happily terminated without loss of life. It appears that an explosion of gas occurred at the Brockwell colliery belonging to Mr. Saunders of Newbold by which two men were seriously burnt about their heads, hands and arms. Both men were admitted to Chesterfield Hospital and are now going on well.

2nd July 1892.

To be sold by auction the whole of the Brockwell colliery plant comprising of a pair of winding engines with drums, horizontal and vertical boilers, five pulley wheels, forty corves, brick machine and clay pans.

30th April 1921.

North Derbyshire Collieries

Fire has broken out at the clay pit in Newbold Back Lane where scores of “miners” have been doing brisk business in the working of an outcrop seam of coal since the colliery stopped work. A week ago the scene of considerable activity the pit now resembles a burning slag heap. In various parts of the pit where the more productive “miners” were working the combustible material has become ignited and the underground is on fire.

Newman Spinney. SK 47/57 467790

An Experiment in Underground Gasification of Coal.

As a direct result of World wars and energy crisis the British Government under the Ministry of fuel and power sought to make the British Isles internally energy efficient. Undertakings were made by the large oil and gas companies under Government guidance to find out what energy sources were available to the country. Hundreds of boreholes were drilled up and down the country in search of oil and gas, with the first in shore oil pumping station delivering oil from a well constructed at Hardstoft near Pilsley. Certain seams of coal were rich in oil and experiments were carried out to see if this oil could be commercially extracted. Seams a Bolsover and Southgate colliery Clowne were found to be richer in oil than others but the oil was not in large enough quantities to be financially viable.

Experiments were carried out to produce energy from coal more efficiently and at a lower cost than deep mined coal extraction. One experiment was carried out where a seam of coal was ignited underground and the resulting gasses piped off in a controlled burning of the coal in old colliery workings, in much the same way as coking ovens produced coal gas for distribution until the 1960's when North Sea gas came on stream as a cheaper alternative.

The first such experimental underground plant was constructed near Killamarsh for this purpose. Britain's first underground gasification site was at Newman Spinney, Barlborough near Killamarsh. It was opened on May 22nd 1950 when the first seam of coal was ignited.

On February 28th. 1959 eight men were burned at the plant in an underground explosion and were treated in hospital. The plant closed later that year on May 11th.

A few years ago whilst on holiday I spoke to a garage proprietor in Mablethorpe who had worked at the site for the National Coal Board from their research laboratory at Bolsover and was ultimately responsible for extinguishing the fires and returning the land back to agricultural use. He was astounded that information on this project was in the public domain as at the time (he claims) it was a very secret project.

North Derbyshire Collieries

Oxcroft Collieries.

SK 47/57

Oxcroft No1 Colliery 47327328

Oxcroft No3, Barlborough No1 Colliery 483758.

Oxcroft No5 Colliery 470742

Oxcroft No4, Barlborough No2, Pebley Colliery 49107785.

Number One Pit.

The first shaft, the Number One pit was sunk to a depth of around 1,603 feet to the Deep Hards seam by the Staveley coal and iron company in 1901. The seam was sixty four inches thick and was the main seam worked at the colliery until 1914. In anticipation of the seams exhaustion the company were developing another seam at the colliery the High Hazel, work commencing on the development in 1910. This seam was still being worked when the Oxcroft colliery company acquired the mine in 1918. Employment was provided for some 500 men until adverse geological conditions led to the pits closure later in 1918, the men transferring to the Number Three colliery which itself was in some difficulty.

The Number Three Pit. Barlborough Number One Colliery.

In 1871 the Staveley company signed a mineral lease with Mr. De Rodes for around 1,350 acres of steam coal in the parish of Barlborough. The shaft sinking commenced in 1873 but was delayed due to the slow progress of the Staveley to Worksop railway. The Top Hards coal was reached by both shafts in 1874 and two winding engines were installed and the pit bottom was opened out the following year. The Staveley company had great expectations from the colliery as it was expected to offset the losses of the Staveley Hard coal pits when its production started a year later. The coal was used mainly for iron production at the companies works and by 1878 the complex was complete with railway sidings, washery and brick works.

The colliery was purchased in 1930 by the Oxcroft coal company limited to develop the High Hazel seam, the colliery continuing with mixed fortunes until 1946 when once again severe geological conditions and water problems severely affected production at an Oxcroft colliery. Fortunately a face was developed which allowed the colliery to flourish for a few more years. In 1949, the year of closure the colliery produced some 187,176 tons of coal from a workforce of 515 men.

It had been planned well before the Second World War to sink drifts from the surface, underground to extend the working life of the colliery and expand production. This work commenced in 1938 but was suspended at the outbreak of the war, work resuming before end of the war and the drifts were completed by 1944 and the link between Number One and Number Three collieries was complete. In 1949 the winding of coal out of Number Three shaft ceased and coal was brought to the surface via. Number Five drift and was washed on the reconditioned washery of Number One pit. The colliery closed in 1974 and the men were transferred to Markham and other local collieries. The directors of the company immediately prior to Nationalisation were Gerald Garlick, John Campbell and Richard Parker.

North Derbyshire Collieries

Pebley Colliery.

Also called Oxcroft no4 and Barlborough no2, Sunk around 1896 and later to Top Hard seam in 1925.

Oxcroft Colliery Company.

A.B.Markham (Later to become Sir.) Obtained a lease for the coal from the Duke of Devonshire and asked for tenders for the sinking of two shafts to the Top Hard coal at Oxcroft in June 1900. Work commenced on a railway link to serve the colliery in April 1901 from Staveley. In May 1901 the Oxcroft Colliery Company was formed with a capital of £40,000 and A.B.Markham and his brother C.P.Markham as the directors. The company was part of the Staveley Company 'Empire'.

The Oxcroft colliery was originally in Clowne and West Lea Cottages was built to house the workers there, later housing was provided near to the new colliery site at Stanfree and Shuttlewood and the rows of houses off Woodthorpe Road. The company built schools, shops, Miners Welfare Clubs and other local amenities for the use of miners and their families. The company did not however encourage the miners to form unions.



Arthur Coupe. Edward Palmer. Arnie Widdowson. Circa 1950-51.

Derbyshire Times. 9th. May 1857.

Oxcroft Colliery.

Mr. Hatton is instructed to sell by auction at the above colliery on the 18th. May a 10 horsepower atmospheric steam engine with boiler complete. Also a 6 ton weighing machine and a machine to weigh 5 cwts. (Hundredweight).

North Derbyshire Collieries



Oxcroft Colliery Remains. (ANB).

Site Buildings.

Entry to one of the Drifts.

16th. June 1906.

In 1906 at Oxcroft colliery a peculiar incident took place where the task of checkweighman who was appointed by the miners to oversee fair practice in the weighing of coal was disputed by two men. Both men claimed the rightful position of checkweighman was theirs and both duly occupied the box at the same time. An attempt by the butties (foremen) to remove James Spencer from the position had been made because they unhappy about him not acting in their interests. They elected a man named Vardy to do the job.

As the new checkweighman (Vardy) had not been elected by the men in a ballot by law and the case could not be settled between the rival factions, the case went to court. The president, treasurer and secretary of the checkweigh fund were taken to Chesterfield County Court where Judge Lindley awarded £25.18s.11d. for wages due to Spencer with the power to apply for an injunction to prevent Vardy from taking his job.

12th. April 1919. (Summary).

A terrible gas explosion occurred at the Oxcroft Colliery of Messrs. George Anderson and Anderson. The disaster unfortunately claimed six lives. The explosion occurred between 12:30 and 1:00 pm. At the time there were 74 miners at work in the pit and a number of men employed in the district in which the accident happened was 18 this was a larger number than usual owing no doubt to the near approach of Easter.

Derbyshire Courier. 3rd September 1921.

The Staveley Company's Barlborough Pit where about 850 are employed is to be closed down. Mr D.N. Turner Agent to the Staveley Coal and Iron Company told the Derbyshire Couriers reporter that the reason for closing the pit was that it was working at a loss and the men would be given their notices next week. The Barlborough Colliery was a hard coal pit and has two shafts. The closing of this pit following so closely on the shutting down of Markham No1 and Bonds Main pits will cause a vast amount of suffering and hardship to Barlborough and the surrounding area. (See also Barlborough area collieries).

North Derbyshire Collieries

Paltrerton Collieries.

Paltrerton Air Shaft SK 46/56 46006917

Paltrerton Old Colliery SK 46/56 472686

Paltrerton Colliery.

Two small seams of coal run from Paltrerton to Carr Vale the Wales and Highmain and it may have been exploratory sinking to exploit these seams that opened up the colliery. The Paltrerton miners are referred to in 1911 but any other documentation is unavailable but note the colliery type housing in Paltrerton village. Plans show two shafts and some other surface workings nearby. The presence of the two shafts should indicate that the colliery is later than 1850. However John Farey writing in his 1811 book refers to 'a colliery at Paltrerton which is just west of the houses or 1 mile ssw of Bolsover,' but is logged as 'formerly worked' here, meaning that by 1811 the colliery is no longer in use.

This colliery is not to be confused with the Paltrerton Air Shaft or Markham number five as below.

Paltrerton Air Shaft. (Mackerel Main).

This new manriding shaft was completed around 1919, although from reports in the Derbyshire Times it appears that work started prior to, and was possibly abandoned at the outbreak of the First World War. Sited at Doe Lea Bridge as an improvement to the ventilation system in the Top Hard seam workings at Markham colliery. A small amount of coal was removed from the pit bottom area but the main use of the shaft was to speed up manriding to the workings and improve the depleted air supply to the seam. When the shaft was sunk it came across the following seams.

One can only postulate on the fact that the shaft and winder there referred to as Markham Number Five, were there ever plans to expand Markham Colliery with the building of a rail link and washery plant or was it to become a new separate colliery? Although Ramcroft colliery seems to have superseded this idea.

I have met many miners and their families who remember the shaft being used, one lady told me that her father used to leave his 'Dudley' (water bottle) in the cow trough nearby, overnight to keep the water in it cool for his next shift.

North Derbyshire Collieries

Parkhouse Colliery. SK 45/56 410637

Parkhouse Number Seven Main of the Clay Cross Company.

This colliery was sunk in 1867 by the Clay Cross colliery company as their Number Seven colliery, closing in 1962 on October 12th. After ninety five years of production. The colliery originally employing 320 men and boys, 200 of which worked at the coal face. The colliery employed 420 men on closure.

A Report to both Houses of Parliament.

By Arnold Morley M.P.

November 7th. 1882.

On this date at 10am. An explosion of gas took place resulting in the death of forty five men and boys. The colliery was working the Blackshale seam which was four feet six inches thick with two three inch thick dirt bands with a white sandstone floor with clay and stove. The system of coal getting was the longwall with stalls. Working lights were candles, naked lights were used throughout the mines except where gas was met and then safety lamps were issued. The mine was in an area where most of the collieries worked with candles on account of the comparative rare occurrence of gas and Parkhouse had the reputation of being one of the safest collieries in the district.

The pit was ventilated by a furnace eight and a half feet and monthly checks were carried out on the amount of air flow in areas of the mine and recorded, the furnace was at the foot of the shaft. The working shift was, in summer 6am.-2.45pm, and in winter 7am-3.45pm. Prior to the explosion there had been reports of small explosions at the pit without loss of life or injury. Prior to these explosions there had been an explosion at the companies Number Four Main Tupton colliery culminating in the loss of eight lives.

The barometer had fallen in the morning giving rise to a build up of (firedamp) methane which has gone undetected by either the night shift or day shift deputy. The methane gas was ignited causing an explosion which was so severe it blew the headstocks off. Those who were not killed by the explosion were suffocated by the after damp (A mixture of noxious gases containing carbon monoxide and carbon dioxide) after the explosion. The furnace was blown out and the ventilation ceased. It is not known where the exact point of the explosion was but it is suspected that either a rift in the roof at number one flat with a build up of gas in it (methane being lighter than air) ignited by a naked light as it mixed with air. Or layering of gas in number thirty two stall on number three flat followed by a subsequent and smaller explosion in eighty five gate, the latter being the most likely. There were twenty six horses in the area of the explosion and the colliery was later entered from Flaxpiece mine nearby to recover the bodies.

The subsequent report on the disaster concluded that there had been no negligence by the Clay Cross company or its officials and in its findings it suggested, more and widespread use of safety lamps, more than one inspection for gas on each shift and better ventilation other than by a furnace.

North Derbyshire Collieries

Pilsley Colliery. SK 46/56 426631. 1866-1957.

Pilsley colliery was sunk by the Pilsley colliery company which comprised of the major land owners of the area, it commenced mining operations in 1866. Six shafts were sunk in total on the complex to wind coal, draw water, ventilate and supply compressed air for the machinery within the mine. The initial shaft sinking commenced in 1866 when the first shafts of 146 yards deep and nine feet in diameter to the Deep Hard seam was started. Further shafts were sunk between 1873 and 1875, one to the Blackshale or Silkstone seam, larger and deeper than the first by being twelve feet in diameter and 274 yards deep. The third of the coal shafts was sunk to the Tupton or Low Main seam and was 216 yards deep.

Deep Hard coal was wound at one tub of coal per cage, weighing nine hundredweight, number two shaft was capable of raising seventeen hundredweight i.e. two tubs of eight and a half hundredweight each side by side on the cage. The number three shaft was capable of raising eighteen hundredweight of coal per run with two tubs on each deck of nine hundredweight each. The steam winders which were manufactured in Chesterfield by Oliver and company were capable of winding and changing the tubs at each shaft in less than sixty seconds.

The colliery employed some 945 men in the pits heyday capable of producing 1,200 tons of coal per shift, the colliery was vested into the National Coal Board in 1947 and survived a further ten years until closure on April 27th. 1957.

Pilsley Colliery.

6th September 1873.

On Tuesday afternoon a large number of the workpeople employed by the Pilsley Colliery Company limited near Clay Cross assembled at the Star Inn Pilsley for the purpose of commemorating the establishment of a new club at a dinner. Dr. R. T. Goodall of Clay Cross and surgeon to the new club was voted into the chair whilst his secretary Mr. Henry Banks acted as vice chairman. The chairman gave the toast "Health and prosperity to the Pilsley Company" coupling with the toast the name of Mr. Thomas Houldsworth, about whom he said he knew no better friend to the working man. Although Mr. Houldsworth was unavoidably absent he had sent by Mr. William Thorpe a cheque for £50 as a donation to the new club. It was always the desire of Mr. Houldsworth that the men should attend to their work and get plenty of money. The chairman said that in their club they would have far more advantages that they had previously enjoyed. There would be surgical and medical aid both for parents and children as well as pecuniary benefit for members of the club. The remainder of the evening was spent in toasts, song, glee and music. The Sutton in Ashfield Brass Band and Glee Singers provided the entertainment.

15th April 1874.

Another strike of miners to swell the already large number now out of employment has taken place of all the colliers in the employ of the Pilsley Colliery Company Limited. They Struck work on Saturday not against a reduction in wages or to claim

North Derbyshire Collieries

an advance but because the owners had introduced a new code of contract rules for their guidance.

27th October 1888.

The Pilsley Colliery Company have given the advance asked for by the men employed in their Tupton seam after a nine day strike.

Mr. Houldsworth Managing Partner of the Alma and Pilsley collieries was interviewed on Tuesday and consented to meet the demands of the men by granting the 10% advance, some 1,300 men are concerned.

6th July 1889.

On Friday the men employed at the three pits at Pilsley near Clay Cross owned by the Pilsley Colliery Company were summoned to a pithead meeting to hear a communication from the company. The letter sent to Mr. Guest the men's representative and read by him was very agreeably received. It stated that the company had decided to give the 10% advance on the conditions as accepted in the district. The following resolution was then carried with much enthusiasm that the meeting decided to express its thanks to the Pilsley Colliery Company for having settled with their workmen on the lines laid down by the Manchester Conference viz: to give an advance of 5% on the 1st July and the second 5% on the 1st October and it pledged to pay a levy of 6d per week per man to support those who have to contend for the same terms.

At the Alma Collieries owned by Mr. Thomas Houldsworth, similar proceedings took place on Thursday and as these two firms employ some 1,500 hands it may be considered that the whole of the Clay Cross district as far as this question is concerned is settled and the other important companies have granted the terms asked for.

Pleasley Colliery.

Nightingale Pit SK 46/56 498644.

Pleasley Colliery. 1873-1983.



Pleasley Colliery (Unknown).

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Around 1805 many of the local mining companies who were looking to expand operations into new areas were surveying land and sinking boreholes to prove coal reserves. The Pleasley area was found to be very rich in coal reserves which however, could not be mined using the technology at that time due to the distance the coal lay from the surface. The mineral rights to this area were owned at that time by the father of Florence Nightingale the famous nurse. William Edward Nightingale along with other partners led to a colliery being sunk into the reserves at Pleasley, 490 yards into the Top Hard seam during the period from 1871 to 1873. His partners being John Gilbert Crompton, George Crompton, Charles Edward Newton and John Thomas Barber, the company later trading as R.E.Crompton and company, then in the late 1800's the company became a part of the Stanton group of companies producing iron and coal.



Colliery Headgear. (ANB).

Severe problems were encountered with the sinking of the shafts at the colliery site due entirely to the presence of water in strata. It was feared that an inrush of water would jeopardise the operation on the first ninety yards of the shafts. This was eventually overcome by tubbing the shaft to that depth by the use of cast iron rings which made the shaft completely watertight. This operation being at the 'cutting edge' of technology at the time. Even though these problems had to be overcome coal was still extracted from the mine by February 1875.

The colliery was initially installed with wooden headgear which was obsolete by the turn of the century and so it was planned to replace them in 1901. The replacement with iron headgear was started on a Friday and completed by the Sunday, all within forty eight hours. This feat of engineering was achieved by assembling the new metal headgear away from the shaft and then installing them above the wooden ones, resulting in no loss of production from the colliery. During later years 1919-1923 extensive work was carried out underground at the colliery to extend its life. The south manriding shaft was deepened to 822 yards and drifts were constructed to link the Top Hards, Deep Hards and Waterloo seams together.

North Derbyshire Collieries



The Colliery Site. (J. Rayner).

During the 1880's the Midland Railway had constructed a line to the colliery and thus opening up the colliery to prospective markets for the coal. The colliery was one of four owned by the Stanton Iron Company prior to 1890. The colliery was the first to have the pit bottom lit in 1882 by electricity from the installation of carbon arc lights: and later in 1910 it was one of the first to have the pit yard lit by the same type of lamps. The lighting experiments were carried out under the guidance of R.E.Crompton the colliery company and Swan's Electric Lighting company. The colliery erected pit head baths in 1934 which were opened on May 26th. By Colonel Reb. Crompton C.B. R.E., A Crimean War Veteran. (Rookes. Evelyn. Bell. Crompton).

The colliery at Pleasley was by 1947 working The Top Hard, Dunsil, First Waterloo and Deep Hard seam, producing half a million tons of coal per annum. In 1967 the colliery encountered some difficult geological conditions which resulted in losses for the colliery and which eventually resulted in the closure of the Waterloo seam by June 1970. In 1979 it was proposed to link the mine to the nearby Shirebrook colliery in a seven million pound scheme authorised by the National Coal Board. This was to make it possible to surface Pleasley coal at Shirebrook; but in 1983 the plan was to merge reserves of Pleasley coal reserves with those at Shirebrook. Thus resulting in the closure of this one hundred and ten year old colliery. The colliery steam winding engines are still on site hopefully in a good state of repair for future generations to see.

Both of the steam winders which were made and serviced by the Markham Company of Chesterfield and the colliery buildings are currently under restoration by a team of dedicated enthusiasts.

North Derbyshire Collieries

Ramcroft Colliery. SK 36/37 397729

Ramcroft Colliery. (1916-1929 & 1939-1966).

Prompted by the local and national search for future coal reserves for the Staveley company to aid the war effort it was proposed in October 1914 to further exploit the Palterton and Heath area. An area which had been worked during the nineteenth century by smaller shallow mines on the Sutton estates. The original lease being owned by the directors of the Staveley company from William Arkwright on a sixty three year lease for 5,000 acres of coal which they purchased in 1882.

The Ramcroft colliery company was formed under the guidance of Charles Paxton Markham of the Staveley company and exploited the Top Hard seam in shafts of 152 yards deep as a direct result of the war effort. After the war it was decided to construct a branch line into the colliery with sidings, two pieces of land were leased on March 25th. 1919 for an annual rent of £37:2s:6d. For a ten year period from 1929 the mine was mothballed and three men maintained the colliery.

The colliery reopened for coal production as a result of the Second World War in 1939 with the Hardwick colliery company controlling it. The five hundred colliers employed could supply around a quarter of a million tons per annum from the Top Hards, High Hazels, First and Second Waterloo seams. Experiments were carried out at the colliery during the 1940's with the first hydraulic pit props, the colliery was vested into the National Coal Board in 1947. In 1935 a pipeline was constructed from the colliery to the coking ovens at Holmewood to supply it with water to quench the batteries, so a six inch diameter pipe and pumping station were installed to supply the waste Ramcroft water to the plant.

A drift was constructed in 1952 to link the First Waterloo to the Top Hard seam to increase production, this was short lived as the colliery closed in 1966 and shortly afterwards the area was opencast and the last remaining seams the Clowne, Sough and High Main removed from the Deep Ring Bell opencast operation and the land returned to agricultural use once more.

12th January 1929.

The depressed state of the coal industry is further emphasised by the announcement that the Ramcroft Colliery is to close down next week. This pit owned by the Ramcroft Colliery Company Limited has been working for about twelve years. It employs 660 men and boys whose notice expires on the 15th inst. The news that the pit is to close will come as a great blow to numerous villages within a wide radius of Palterton for the colliery provided employment for men from localities as far removed as Clowne and the intervening townships of Stanfree, Shuttlewood, Bolsover, Hillstown and Glapwell.

North Derbyshire Collieries

Renishaw Collieries.

Renishaw Park Colliery SK 47/57 438776
Renishaw Station Colliery SK 47/57 446781



(J. Rayner).

Renishaw Park.

Formerly owned by J.&G.Wells LTD Eckington Collieries sunk in 1860. Grid ref. 438775. Four shafts together in the pit yard, number one is 678 feet into the Blackshale coal: number three was the main winding shaft at 195 feet into the Sitwell seam but the pit bottom is laid out in the Chavery seam. The number four shaft lies about 30 yards west of number two shaft, this shaft was formerly the number two shaft.



Renishaw Park 1988. (J. Rayner).

An explosion took place at the colliery on January 10th 1871 which resulted in the death of twenty five men and two boys with twelve others injured. This disaster took place before the widespread use of safety lamps in mining.

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(John Hall).

10th March 1877.

Renishaw Park Colliery.

Work was suspended on Wednesday at the Renishaw Park Collieries belonging to Messrs J. & G. Wells on account of the pony drivers refusing to submit to a reduction of 2d per day. Some time ago a deputation waited on Mr. J. C. Colver Managing Director to arrange what the reduction should be. The understanding arrived at by Mr. Colver and the deputation was that the men should be reduced by 5%, day men 3d per day and the boys 2d per day this arrangement to take effect on the 7th inst. The lads congregated on the road on Wednesday morning en masse and instead of going to the pits they went home again throwing all pits idle which will affect 1,000 men.

20th August 1881.

Bankruptcy of S. S. Pearce.

A meeting of the creditors of Stephen Seward Pearce of 79 Park Lane, Seward Villa, Freemantle Cliff, Southampton and Renishaw Collieries near Chesterfield trading as the Renishaw Colliery Company was held at the Guildhall Tavern London. The affairs are of a most complicated Character, the bankrupt having been in partnership with his brother who has also filed a petition and several knotty points of law are involved. The liabilities were set down at £25,926 and the assets at £19,565, among the list of unsecured creditors were Dr. Holmes Ashgate £3,900, The Midland Railway Company £2,638, Chesterfield and Boythorpe Colliery Company £200, Hetton Colliery Company £1,225 and Hucknall Colliery Company £68 – 16 – 10d.

23rd May 1885.

For sale the whole of the colliery plant including one pair of winding engines by Davy of Sheffield and eight other engines not named at Renishaw Colliery.

28th December 1889.

It was announced last Thursday to the screen men, labourers and others employed on the surface at the Hopbrook, Hornthorpe and Renishaw Park collieries that an advance in wages of 3d per day would be given all round to the men and 2d per day to the boys under 16 years of age. The advance to commence on New Years Day. There has been no agitation or meetings held by the top men in connection with these collieries and the above were received by general satisfaction. A similar advance was given on the 1st July last year,

North Derbyshire Collieries

12th May 1894.

40 banksman and screen men were discharged last week for ceasing work and stopping the pits at 4.00 p.m. instead of 4.15 p.m. Mr. Hardwick the manager met the men who asked to be reinstated admitting they had made a mistake by stopping the pit. The men were reinstated.

Renishaw Station Pit.

A mine sunk some 50 yards east of Eckington and Renishaw station (Great Central Railway) and 350 yards north west of Renishaw church. Grid ref. 446781. Possibly sunk in 1868 but a record from the firm of Appleby & company give a date prior to 1850.

Seymour Colliery SK 47/57 452739

Shaft fed by tub road SK 47/57 454751

A Staveley company colliery named after one of the company directors which was the norm for them, situated near to Woodthorpe village to exploit the Top Hard seam for machine and steam coal. The sinking of the shafts was started in 1855 and the colliery went into production three years later in 1858. The colliery was capable of producing 700 tons of lucrative locomotive coal for the railway companies daily as it did frequently during the 1860's.

The company built the Seymour Cottages to house the colliery workforce and their families the houses were in four parallel terrace rows of brick construction consisting of over 100 houses with each house having its own outbuildings with earth middens and allotment gardens. The houses had one main room downstairs and two bedrooms upstairs. There was a row of three houses at the bottom to house the colliery officials known for obvious reasons as 'gaffers row' and a further bottom row of workshop buildings was built to serve the colliery. The company may have built Woodthorpe school and the Albert Inn for the education and refreshment of the workforce as they do not appear on the scene until the era of the colliery, a small chapel was built to the right of the terraces at the side of the road.

Seymour Cottages.

According to the T.P. Woods Almanac the colliery housing was demolished on April 15th. 1932 from a closure order as being unfit for human habitation served by the council in 1929 despite attempts being made to modernise some of the houses. The colliery closed around 1919 with men being transferred to other local company mines at Oxcroft, Ireland, Hartington and Markham. The site of the colliery is still in use as a coal transportation depot for R.J.Budge mining.

In 1896 the colliery is mining the Top Hard seam producing Machine and Steam coal with 523 men employed underground and 85 on the surface. The manager was S.B.Gilroy with under-manager R.S. Knight.

North Derbyshire Collieries

Derbyshire Times. June 8th. 1872.

Wanted at Seymour colliery a Pick Sharpener. Liberal wages given to a steady man.

The area was surveyed in 1837 for a 'proposed' colliery which included a 'proposed' railway link from the colliery running north to the 'proposed' Midland Railway running west to east through Staveley. The colliery had one main shaft in the pit complex with another shaft fed by a surface tub track to the north east of the colliery and over the Woodthorpe Road in the fields behind the church.

Derbyshire Times 6th July 1918.

Staveley Pit Closure.

After 50 years the Seymour Colliery Staveley belonging to the Staveley Coal and Iron Company LTD. was closed on Tuesday. The pit was sunk some fifty years ago and has, therefore had a remarkably good working life. The seam worked has been the Top Hard a particularly good house coal.

The reason for the closure is that the pit is practically worked out but happily few if any of the men would be adversely affected by it as the company is finding work for them at their other collieries.

The output at Seymour has varied during its career and at one time 1,100 tons a day were turned there. That was a time when a large number of men were engaged there and before it was worked out so fast. The number of miners at Seymour recently have been about 52 and with the surface workers the employees totalled about 90.

The Sheepbridge Iron and Coal Company.

The Sheepbridge ironworks were originally started by the Dunston and Barlow company in 1857, by the year 1862 William Fowler and company had further expanded the ironworks and the hot blast and mild iron from the three furnaces was supplied to be used by John Brown and company of Sheffield for armour plating. This was tested by the military at Portsmouth on November 22nd. 1861 and was said to 'exceed every test heretofore made'.



Company Offices.

North Derbyshire Collieries

The company was launched in 1864 by H.D.Pochin and friends. William Fowler was chairman and managing director, in 1868 J.Stores Smith became managing director with Fowler retaining the chairmanship. Charles Mc. Laren joined the board and later he became chairman. William Fowler and his father took up the leases of large amounts of land between Chesterfield and Whittington Moor and began the task of coal extraction, then Hankey a London banker joined the company partnership and part of the coal field was sub let to other companies. In 1890 the company was headed by J.Stores Smith J.P. as managing director, Mr Watkin Davis as general manager and Mr. John Hall as secretary.



Sheepbridge Colliery (Possibly) Winding House.

As the sub leases lapsed the company began taking over the collieries and by 1871 the company worked four large collieries, the first three producing 250 tons of coal daily each. Sheepbridge colliery in the works yard. Nesfield colliery two miles away. Dunston colliery one mile away, and Norwood colliery at Killamarsh producing 700-800 tons of coal daily.

The four collieries employed double shafting and furnaces for ventilation until 1871. By 1896 the company also owned collieries at Langwith, Glapwell and Norwood. Of the 10,000 tons of coal produced each week, 3,000 tons were used on the works, 6,000 tons were sold and 1,000 tons were turned into coke. 2,000 men and boys were employed by the company.

In 1873 the company began to work jointly with the Staveley company on a large bed of coal on the Newstead Abbey estate. This was a reflection of the financial relationship between the two companies. The Staveley company later purchased the Sheepbridge company outright in 1955. Henry Pochin had financial interests in John Brown and company, the Sheepbridge company and the Staveley company. He was eventually to become director of many companies including these three and also deputy chairman of many more. The Staveley company and Sheepbridge company went hand in hand on many other ventures.

North Derbyshire Collieries

Sheepbridge No1 Colliery and Works SK 36/37 372746

Albert Colliery SK 36/37 367750. Nearby owned by the Derbyshire Silkstone Colliery Company but included as it was in the works yard.

The company installed a modern Guibal fan at a cost of several thousands of pounds in 1875. This would replace the furnace or other primitive forms of ventilation and was forty feet in diameter and could move 200,000 cubic feet of air per minute

Sunk 1857-8 in the works yard area to the Deep Hard seam, Sitwell coal at 54 feet, Deep Hard at 218 feet, the shaft bottom at 219feet.

Derbyshire Times 20th July 1861.

We Struck work at the above colliery on Monday last in consequence of the Masters having given us fourteen days to find our own tools. We have not had to do this before considering that we are not in a position to find the tools. We earnestly solicit your support and co-operation. Signed *The colliers.*

8th August 1877.

John Harley was charged with violating the 55th special rule of the Coal Mines Regulations Act at the Albert Colliery Newbold on the 5th July. The offence was that of ramming a shot after it had misfired, the defendant pleaded guilty. He was fined 10/- plus costs.

27th October 1888.

On Tuesday the miners employed by the Derbyshire Silkstone Colliery Co. at the Albert Colliery brought their tools out of the pit.

10th November 1888.

On Wednesday the Manager at the Albert Colliery belonging to the Derbyshire Silkstone Colliery Co. met a deputation of men at the colliery offices. He stated that the Directors had decided to give them the full advance of 2½ % on the standard rate. The deputation thanked him and afterwards a full meeting of the men was held in the Star Inn.

25th November 1893.

There was a further stoppage at the Albert colliery Newbold belonging to the Derbyshire Silkstone Colliery Co. Immediately after the settlement of the wages question in London on Friday last. Mr. Edmund Taylor made arrangements with a deputation of their workmen to recommence working on Tuesday morning fully expecting there would be no further obstacle to the resumption of work. Directly after the arrangements had been made Mr. Taylor received notice from H. M. Inspector of Mines and the consulting engineers that in consequence of the Sheepbridge Coal and Iron Company having ceased to pump at their Dunston and Nesfield collieries for a period of twenty four days a large volume of water had accumulated behind the Albert

North Derbyshire Collieries

colliery barrier on the rise of their workings and consequently it would be unsafe to work the colliery.

Mr. Taylor was, therefore, reluctantly obliged to send word to the underground men that no one would be allowed to descend the colliery except officials until the water in question had been pumped out at Dunston colliery. It appears that the Sheepbridge Company decided on Thursday last on hearing that such a danger as might arise to recommence pumping and had been pumping ever since and getting out the water as fast as possible. The Newbold colliery which is on the rise will go on working as will almost all the surface men at Albert colliery. Immediately the danger is removed the underground men will again commence work after their long holiday.

Nesfield Colliery. SK 36/37 351741.

Sunk in 1861 and mined the Low Tupton and Threequarters seams at 59,80 and 98 feet, and Blackshale coals at 197 feet.

Derbyshire Times 13th February 1864.

Chesterfield and District Silkstone Company LTD Require pickmen. They will have constant employment and a high rate of wages.

Derbyshire Times 22nd August 1877.

Furious assault down a pit.

Henry Jackson a collier from Brampton was fined £3 including costs for assaulting James Stevenson at Barlow on the 7th inst. The men whilst working at Nesfield Colliery had a dispute about some tops in the course of which the defendant kicked Stevenson in the ribs and he hit so seriously that he was obliged to obtain medical aid.

Derbyshire Times 27th October 1888.

The whole of the miners employed at the Derbyshire Silkstone's Dunston and Nesfield collieries brought their tools out of the pit on Tuesday.

Norwood Colliery, Comberwood shaft. SK 47/57 465798.

Sunk near Killamarsh to the Top Hard seam at 484 feet from 1865-7 and from here to the Sitwell seam at a depth of 1057 feet in 1916. A drift was later made to the Thorncliffe seam some 300-400 yards south of the colliery.

Derbyshire Times October 1887.

Serious Accident at Norwood Colliery.

William Granby labourer of Killamarsh in the employ of the Sheepbridge Company and working at Norwood colliery received injuries to his left forearm caused by a wheel of a wagon passing over it. It was found necessary to amputate the arm below the elbow.

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Dunston Colliery. SK 36/37 361752.

Dunston Colliery
Record of Pumping Expenses
June 1st 1892

Date	No.	Amount
June 1st	153290	
2	215609	2800 1 94
3	215919	2800 1 94
4	216199	2800 1 94
5	216499	2800 1 94
6	216799	2400 1 57
7	217099	2900 1 57
8	217399	2400 1 57
9	217699	2400 1 90
10	217999	2400 1 90
11	218299	2400 1 90
12	218599	2400 1 90
13	218899	2400 1 90
14	219199	3300 2 29
15	219499	2300 1 34
16	219799	3400 2 36

Pumping Engine Log June 1st 1892. (ANB).

The fan shaft was sunk in 1873 to the Silkstone seam at about 301 feet from the surface and the pumping shaft which was also called the Cobnar Wood colliery number three shaft was around 331 feet deep into a 42 foot fault in the strata.

4th September 1858.

Colliery material to be sold on 8th September at the colliery now worked by Thomas Cartledge at Dunston – under distress for rent.

7th April 1860.

Mr. Thomas Lister the engineer at the above works having resigned the position held by him for some years to commence colliery operations on his own account.

16th August 1873.

The best and cheapest house coal can be had at the above colliery on Brimington Road. Best House ex pit 11/6d per ton, Seconds about half and half 8/- per ton, Slack good for engine and smiths 5/- per ton. Toll Bar fares. Apply William Eyre, Stonegravel or at the pit.

27th October 1888.

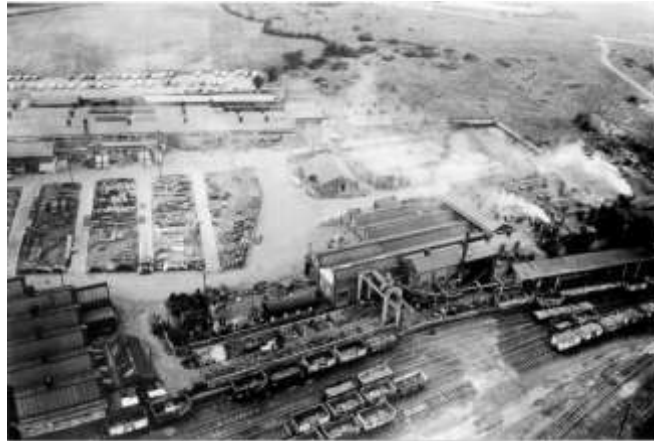
The whole of the miners employed at the Derbyshire Silkstone's Dunston and Nesfield collieries brought their tools out of the pit on Tuesday.

North Derbyshire Collieries

8th April 1890.

An accident at Dunston Colliery on Tuesday morning when a pony driver named Edward Wright aged 14 employed at the colliery was knocked down by a loaded wagon and crushed about the head and legs. He was removed to Chesterfield hospital.

Colliery materials were to be sold on the 8th September 1858 when it appears that Thomas Cartledge was 'under distress for rent'.



Sheepbridge Works circa 1950's. (Unknown).

Shirebrook Colliery. SK 46/56 53126682

Sunk from 1896-7 by the Shirebrook Coal and Iron Company under the direction of Arnold Lupton the mining engineer. The number two shaft to the Top Hards was 1630 feet deep. Two 18 foot diameter shafts were sunk in total with a later drift from the surface.

Derbyshire Times. 30th October 1897.

The work in connection with the new colliery at Shirebrook is rapidly extending. The engine house and fitting shops and other buildings are nearly completed. A small output of coal which is of a satisfactory quality has already commenced and extensive sidings are in the course of construction with the railways. The plant is put down to deal with a daily output of 3,000 tons and several hundred men are employed. About a half a mile away from the colliery a model village is springing up, some 150 houses have already been erected and about 420 are to be built. There is an enclosed garden in front and an enclosed yard at the back of each. The houses are fitted up with bathrooms and sculleries. Trees will be planted in the main street and a hotel is to be built at a cost of £3,000.

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Shirebrook Colliery 29/11/88. (J. Rayner).



(John Hall).

During sinking the colliery employed 140 men underground and 260 on the surface in **1896**.

In **1908** the colliery employs 1345 men underground and 282 men on the surface. The manager is Mr. L.O. Roberts.

In **1918** under the management of Mr. A. Naylor the colliery employed 1190 men underground and 336 on the surface.

By **1938** the colliery is managed by Mr. H.C. Knighton with under-manager Mr. T. Knighton. Employing 1089 men underground and 378 on the surface.

Prior to Nationalisation the colliery in **1945** was managed by Mr. E.W. Potts of the Shirebrook Colliery Company, Mansfield, Nottinghamshire. It employed 1086 men underground and 435 on the surface.

On January 1st **1947** the colliery was one vested into the National Coal Board.

Shirebrook colliery was a colliery that received great investment over the years. In **1976** the Jubilee Drift was undertaken to link the surface to the coal of the Main Hard seam to get the coal out of the mine faster with less delays. This culminated in the colliery producing over 1.7 million tons in **1986-87**. The colliery closed April in **1993**.

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Southgate Colliery. SK 47/57 493760. 1877-1929.

Southgate or Clowne colliery of the Southgate colliery company was started in 1877, the company being formed in 1875 and owning collieries at Shireoaks, Steetley (Manor pits Darfoulds), Harry Crofts colliery near to Kiverton and Whitwell colliery. The Southgate colliery was around a thousand feet deep by 1900 and produced some six hundred tons of hard coal each day from a workforce of about four hundred men. The company installed a new pair of steam winding engines at the mine in 1887 produced by James Farrer of Barnsley the shafts and cranks of these engines weighed in at over seven tons each. A large chimney was constructed in 1890 for the steam engines to exhaust through. This blew down in 1951. Two railway branch lines served the colliery by the late nineteenth century the Lancashire, Derbyshire and East Coast Railway and the Midland Railway.

Barnet Kenyon, who was born at Aston in 1850 moved to Clowne in 1876 and was employed at the Southgate colliery where he was elected as checkweighman by his fellow union members. This was a very important job as he represented the interests of his fellow workers to the colliery management. It was his job to keep a check on minerals extracted and to negotiate the true weight of coal coming out of the mine which the men got paid for. Management claiming a ton of coal could be between twenty one and twenty five hundredweight dependent on the amount of slack and small coals it contained, which they would not pay the miners for.



The colliery finally closed on January 17th. 1929 after it was flooded by a sudden inrush of water from an adjacent pit at Oxcroft causing severe flooding to the main mining districts within the mine, there was no loss of human life but two pit ponies perished in the incident. The colliery was opened up again in 1955 to aid in the construction of a link to Creswell colliery High Hazels seam. This was abandoned and the shafts and colliery site were filled in and cleared by 1961.

'Oil has existed at Southgate colliery Clowne for a long time, though its potential is not high. two ton, three hundredweight and seven pounds were sent to Storry Smithson and company of Hull and was found to contain two ton, three hundredweight, two quarts and sixteen pounds of petroleum grease and four

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hundredweight and seven pounds of petroleum spirit. However output would not exceed half a pint per month and no further steps were taken to develop it commercially. A sample of the oil was put on display at the Chicago Exhibition'. T.P.Woods Almanac 1920. T.P.Woods and company p.138.

Number five pit shaft was 1022 feet deep.

Southgate colliery in 1896 is mining coal from the Top Hard seam. Owned by the Shireoaks colliery company of Worksop and managed by John Jones and his undermanager David Ashley. 296 men are employed underground and 94 work on the surface.

Speedwell Colliery. SK 47/57 43707415

Speedwell Colliery Survey (1840).

Colliery Opened in 1841.

From a document relating to the purchase of minerals from Mr.Rodgers of Staveley and under land belonging to Mr William Leech of Manchester and Mr.William Swift of Staveley, who were all joint owners. Dated 24th. March 1840.

"Supposing the coal could be braught into the market its value would be £150 per acre, but in all probability the coal may lye unwrought for sixteen or seventeen years. The present value for money down would be as under allowing the purchaser five per cent compound interest for twenty seven years £40 per acre".

"There is also a coal lying about fifty six yards above the Top Hards coal producing about 2,800 tons per acre, which I make no doubt will be workable in this part of Staveley at a moderate depth from the surface".

"I also expect some ironstone called Inkersall Rake, this Rake is got in Duckmanton Parish producing about 1,932 tons to the acre with all the other beds of coal and rakes underneath".

(As under).

Namely. The Measure and Ball Ironstone now wrought at Norbriggs.

The Redfern Rake of Ironstone.

The Dunsil Coal.

The Waterloo Coal.

The Pinder Park Ironstone.

The Handley Wood Coal.

The Deep Hard or Potters Coal.

The Three Bedded or Tomlinson Thin Coal.

The Dog Ironstone and Dogtooth Coal.

The Broad Oak or Furnace Coal.

The Blackshale Ironstone.

The Blackshale Coal.

The Brampton Moor Thin Coal.

"The coal and ironstone that lyes underneath the Top Hard coal will be very deep and not workable in our time".

J.Cottingham of Hardwick Hall.

From J.Ashton.

Letters from the Chatsworth Collection. Chatsworth records office.

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Derbyshire Times 31st. January 1863.

Two colliers William Hobson and Samuel Cupit were charged with breach of colliery rules at Mr. Barrows works at Staveley. Mr. Joseph Hardy stated that on Friday last the defendants passed him and he warned them not to go that way as there was a fire board up. They both had naked lights and were going in the direction of Seymour colliery. The two pits had underground connections. Each sentenced to fourteen days imprisonment with hard labour.

The colliery is working in 1880 but appears not to be by 1896. It would appear that the colliery was eventually superseded by Ireland colliery on the same site.

The Staveley Coal and Iron Company.

Since 1786 Ward and Barrow had, had a blast furnace in the area of Staveley which for centuries had supported the making of iron. Barrow's works were by 1806 producing 596 tons of pig iron per annum. The works continued to prosper and by the 1840's George Hodgekinson Barrow was the proprietor of extensive foundries and collieries at Staveley and in the surrounding area. Barrow was a man of ambitious ideas and in the 1840's he came up with a plan to construct two large furnaces, extend the Chesterfield canal with the Norbriggs arm across the road and sink collieries along its banks. A large steam pumping engine was to be constructed of eighty horse power to drain the shallow wet mines.



Company Offices. (ANB).

After his death George Hodgekinson Barrow was succeeded by his son Richard who by 1862 was the owner of the largest collieries in Derbyshire capable of producing 800,000 tons of coal from the five shafts. One of which raised 1,100 tons of coal in a single twenty four hour period. Robert Barrow used the iron from his three foundries to produce castings of every description and in 1862 he produced the 4,000 tons of girders needed for the great exhibition centre without any problems in three months such was the size of the companies resources.

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Barrows Last Resting Place. Staveley Parish Church. (ANB).

In 1863 Richard Barrow sold the firm to a joint stock company, the Staveley coal and iron company, the total capital subscribed was £600,000 which was raised in a few days. Richard Barrow of Ringwood Hall was one of the largest shareholders and was to act as chairman. One precondition of turning the company into a joint stock company was that Charles Markham was to become the managing director for a period of at least five years from the formation. At this time the company employed 3,000 workers, the collieries raised some 1,000,000 tons of coal per annum and the foundries and furnaces produced 20,000 tons of castings.

Charles Markham made the company expand rapidly and by 1878 the company had paid up capital of £1,326,000 owning outright and in partnerships several collieries, iron works and housing ventures around the country. His sons and grand sons were to continue the traditions of Charles Markham into the twentieth century.

On December 13th. 1960 the government of the day sold the Staveley Iron and Chemical company and its subsidiaries for £6,000,000, the sale included the Sheepbridge company which was taken over by the Staveley company in 1955, and three smaller iron companies.

Old Hollingwood Colliery.

13th August 1864.

On Thursday an inquest was held on the body of Jonathon Wagstaffe who was killed the previous day at Old Hollingwood colliery belonging to the Staveley Coal & Iron Company.

16th June 1869.

A collier was severely injured in the Old Hollingwood colliery on Sunday night by the premature explosion of a shot that he was preparing to fire. He was struck by a quantity of stone, which fractured his right arm and knocked his left hip out and severely cut his right shoulder and head.

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13th August 1870.

A boy named Thomas Purdy aged thirteen of Brimington and engaged as a pony driver at the Old Hollingwood colliery was coming down part of the road in the colliery on when he had his light extinguished and he ran before his pony with its laden train of wagons. He was overtaken by it and knocked down and the first wagon passed over his right leg breaking both bones. He was promptly attended to by Dr. Hale of Barrow Hill and conveyed home.

Derbyshire Times. 29th. April 1865.

'The Staveley Coal and Iron Company stands at the head of all the limited companies of recent formation. The company have just declared a dividend at the rate of 25 percent per annum. It is said by eminent mineral men that though the valuation of these extensive works amount to £600,000 they have almost been given away at that price.'

Staveley Company Ltd.

19th December 1863.

The Staveley Works so long known as Mr. Barrows has been purchased by a Joint Stock Company and is to be known as the Staveley Collieries and Ironworks Company Ltd. Advancing age has made M. Barrow desire to be relieved from a considerable proportion of the care and anxiety inseparable from the sole proprietorship of a large concern and he has consequently affected the sale. The total capital required of £600,000 was subscribed in two or three days without any prospectus or circular being issued.

2nd April 1864.

Easter Monday will be a red letter in the history of Staveley, the occasion being the opening of the new dining hall that has been built entirely at the expense of Mr. Barrow for providing the means for getting a dinner on the most moderate scale. The building, which is neat and unfussed, has cost Mr. Barrow a large sum of money and it reflects the highest credit on that gentleman's liberality. The occasion was also intended to celebrate the rescue of twelve men and boys from the Spitalwell Ironstone mine. There were 250 persons present.

5th May 1877.

Walter Homer of Chesterfield, George Wilson of Bolsover and James Hudson of Brimington, sinkers were charged with following and intimidating William Spencer secretary to the Staveley Silkstone Colliery Company on the 14th inst. The complainant stated that the Company were sinking a new pit in Speedwell Terrace Staveley. The contract for the sinking had been let to a man named Thorley and the defendants were employed as his workmen. Thorley had been paid weekly by the company for the amount of work done. On the day named on the summons Thorley had left the district and did not draw the money due to him from the company and has not been heard of since.

North Derbyshire Collieries

The secretary of the Company said he had in hand £20 due to Thorley but the wages owing to the men amounted to over £34. Acting on the instructions of his employers he declined to pay the men who were servants of Thorley the results being that on leaving the offices about twenty men including the defendants followed him using abusive language and threatening to do him violence unless he paid them.

Superintendent Carlin happened to come up at the time and on his advice he paid the men half of what was owing as far as the money in hand would go. Wilson swore at him, Hudson went up to his door and would not let him close it. The Bench admitted the case was a hard one but there was no reason why they should have treated the complainant who was merely a servant in the manner they had. Wilson who appeared to be one of the ringleaders was fined £2 plus costs or six weeks imprisonment, the other two were fined £1 each plus costs or one month imprisonment.

12th November 1887.

Quite a gloom was cast over Staveley and district on Wednesday when it became known that Mr. Joseph Humble of The Cottage Staveley and Manager of the Staveley Coal and Iron Company's collieries had died about 11.45 p.m. on Tuesday night. Mr. Humble attended to his duties on Monday but towards evening he complained of feeling unwell and shortly afterwards he was compelled to take to his bed. His illness gradually assumed more severe proportions until it developed into a more dangerous attack of pleurisy and inflammation of the lungs and notwithstanding the efforts of Dr. Court of Staveley and Dr. Booth of Chesterfield who did all that was possible for the deceased gentleman their efforts proved of no avail.

Mr Humble who was about 45 years of age had been in charge of the whole of the Staveley collieries for nearly eleven years and was highly respected on all sides and much sympathy is felt for the bereaved family. Before Mr. Humble came into the district he had been in charge of a number of collieries at Pemberton near Wigan. In 1877 soon after entering upon his duties at Staveley Mr. Humble became connected with the Chesterfield Institute of Engineers in whose affairs he took a keen interest.

26th March 1900.

Staveley House Coals.

The Staveley Coal and Iron Company will open their new coal depots at both the Midland and L.D. & E.C. Railway Stations on the 1st June for the sale of coals of every description.

Prices at the depots for cash:

Markham Best Cobbles 16/6d per ton,
Markham Second Cobbles 15/6d per ton,
Ireland Best House 16/6d per ton,
Ireland Best Washed Nuts 14/6d per ton,
Markham Best Brights 17/6d per ton
Barlborough Best Brights 17/6d per ton,
Seymour Best Brights 17/- per ton.

North Derbyshire Collieries

Also Best Silkstone House Coals from Hartington and Bonds Main Collieries, Steam Coals from Warsop Main, Barlborough, Seymour and Markham Collieries, The above prices do not include cartage, customers may send their own carts or if preferred can have the coal delivered to their houses.

Staveley Silkstone Colliery.

15th July 1896.

Samuel Taylor Manager at the Silkstone pit at the Staveley Colliery was charged at Chesterfield County Police Court by H. M. Inspector of Mines for neglecting to comply with the general rule of the Coal Mines Act by not causing an adequate amount of ventilation to be constantly produced to dilute and render harmless the noxious gases. The case was dismissed.

The Local Staveley Company Collieries.

Albert 1854.
Arkwright 1938.
Bonds Main 1895-1898.
Callow Main 1899.
Callow Old Furnace 1851.
Campbell 1853.
Dowell Number Two 1921-24.
Farewell and Dowell double shafting done in 1863).
Handley Wood 1830.
Hollingwood 1843.
Hollingwood Common 1800.
Hopewell 1843.
Ireland 1874.
Markham No.1. 1880.
Markham No.2. 1886.
New Hollingwood/ Hartington Silkstone 1855.
Old Hollingwood 1848.
Ramcroft 1916-1929.
Saint Johns 1878.
Seymour 1858.
Speedwell 1841.
Springwell 1853.
Victoria 1847.
Warsop Main 1893.
Westwood 1854.

The Ward and Barrow. Barrow and Staveley companies also took over several other local collieries as leases ran out. They also owned many more than listed.

North Derbyshire Collieries



Looking Down Barrow's Staveley Lowerground Colliery Engine Shaft
SK 47/57 430746

Derbyshire Courier. 11th July 1903.

Twenty- three feet of Unspragged Coal.

A Staveley collier named James Lygo was summoned at Chesterfield County Police Court on Saturday by William Bumpstead Manager of the St. John's Colliery Staveley for a breach of special rule 72 by allowing overhanging coal in his stall to remain unspragged. Deputies Johnson and Watson stated that on visiting Lygo's stall they found eighteen feet of overhanging coal four feet deep unspragged. The rule states that spraggs should be set not more than six feet apart. Lygo admitted the truth of the deputies statements but his defence was that a great portion of the coal was resting on a "Bunkie" there was no necessity to spragg it. The Bench imposed a fine of 10/- and costs.

Dowell Colliery.

19th August 1876.

On Saturday morning a boy named Stephenson aged 14 jumped on the last wagon going up the incline in the Dowell pit. When the other wagons passed by he was thrown off probably by a jerk when the wagons entered the junction. Immediately afterwards the down train struck the youth and sent him into a bolthole. In consequence of the serious fractures to one of his thighs and other wounds he was sent to the Chesterfield Hospital, on the way, however, he expired. The pit belongs to the Staveley Coal & Iron Company.

1st October 1921.

Sinking operations began this week at the new Dowell colliery at Staveley, for which the Staveley Coal & Iron Company has made preparations for some months. Engine houses have already been erected and these are all on modern lines and electrically

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equipped. All the machinery has been installed and the pit will be worked on up to date methods. It will find employment for a considerable number of men although it will be some months before they can start work. The seam to be worked is the Blackshale. The pit is quite near to the Devonshire Works and the coke ovens and chemical by products plant.

Storforth Lane Colliery.

Storforth Lane Colliery Shaft SK 36/37 39186946

1880 owned by Dr. C. Black.

January 9th 1875. P3 Col 7. (Summary).

First Annual Dinner of the Industrial Coal & Coke Company.

The Company was established in early 1873, they now have four pits in working order: namely Hasland, Whitebank, Storforth Lane all at Chesterfield and Woodhouse at Woodhouse Junction. Seams have just been reached at Storforth Lane. There was plenty of iron below the coal but it was planned not to get the iron until the coal was worked out.



The Collieries Single Shaft. (ANB).

August 28th 1875. P5 Col 2.

The half yearly meeting of the company was held at the Angel Hotel Chesterfield on 24th August 1875. Since the General Meeting held in February last, the new colliery at Storforth Lane has been connected underground to Whitebank and Hasland workings, so that the whole of the coal can now be drawn at the new place. By this arrangement one engine can now do more work than two did formerly, and a considerable saving is effected on labour.

The engines and other machinery at Whitebank and Hasland, being no longer required will be sold. The directors have decided to sell also the wagons purchased with the two collieries, as they are different to those purchased for Storforth Lane.

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The drawing powers of the Storforth Lane Colliery are such as would exhaust in a limited number of years, the coal originally leased, but the directors have secured the deeper seams of coal and a fresh lease of 25 years with powers of renew.

January 22nd 1876.

On Wednesday morning the body of a man named Emanuel Knowles the engine tender residing at Furnace Hillock Walton in the employ of the Storforth Lane Colliery Company in the Parish of Hasland was found drowned in a pond at that place.

July 7th 1877.

High Court of Justice, Chancery Division, Dawson v Owen.

On Tuesday 24th July 1877 at 4:00pm. The Storforth Lane Colliery situated at Storforth Lane and immediately adjoining the main line of the Midland Railway Company on which it has a siding. The company have laid out in extension of this property over £22,000 beyond the original amount paid for the purchase of £40,000. The whole of the valuable buildings, plant and machinery will be included in the sale. The purchaser will have to take the wagons, stock of coal, slack, ironstone, fireclay, loose material, stock in office trade and furniture and other effects on the premises at a valuation in the usual manner.

July 25th 1896.

Ernest Mitchell is favoured with instructions to sell by auction at an early date Storforth Lane Colliery and Derby Road Brickworks upon the premises of the above.

September 25th 1886. P4. Col 3.

John Turner will sell by auction the colliery plant, pair of winding engines by Messrs. Oliver and Company. Vertical pumping engine by Darwin and Company Sheffield, pitch pine headstocks etc:

January 11th 1879. P4. Col 5.

Storforth Lane Colliery Company. *Registered Office, 23 Brewery Street Chesterfield.*

Notice is hereby given that an extra ordinary meeting of the above company will be held at the Cannon Hotel London on 16th January. "That it has been proved that the above company by reason of its liabilities cannot continue its business and that it is advisable to wind up the same immediately and appoint a liquidator". William Thomas Barrett Director.

Whitebank Colliery. SK 36/37 38746965

August 6th 1870. P6 Col 6.

There was a lengthy article about coal exports etc. It concluded thus:-

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Mr. Senior has at last succeed in joining two collieries, the Hasland and Whitebank together. After long and determined efforts to clear both of them. The pits, a few years ago since were abandoned, owing to an interruption of water which filled them. Mr. Senior took them, and with great spirit got them clear, and will now, it is hoped, reap the reward which his perseverance under most discouraging circumstances richly merit.

Tapton Collieries.

Tapton or Lockoford No1 Colliery SK 36/37 388730
Tapton (Hall) Colliery Worked out in 1799 SK 39747218
Tapton Grove Colliery SK 47/57 40557245

In September 1855 the following advert appeared in the Derbyshire Times. Wanted 20-30 steady coal miners wanted at very liberal wages and regular employment. Apply North Tapton Colliery Whittington.

The Lockoford colliery closed in September 1857 when a dinner was provided by the colliery owner Robert Stephenson (The son of George Stephenson the railway pioneer) was provided at the Hare and Hounds at Stonegravels. The closure of the colliery put 300-400 men out of work 150 of which attended the dinner. For a short time in September 1857 engine slack was for sale at 1/-per ton cash, for loading into a cart or boat on the canal.

Tapton Foundry closed after Samual Wharton went bankrupt in 1857. The Tapton Road Iron Foundry with two steam engines was put up for sale or rent in July 1857, but was later put for auction in August 1857.

New Lockoford colliery was producing best Dunston coal at 5/6d per ton ex-pit delivered in Chesterfield. Joseph Lambert and Company proprietor. Derbyshire Times 19th. March 1859.

In the 5th. January 1876 issue the following article appeared in the Derbyshire Times. Philomen Hicks manager of Tapton colliery was charged with not having the necessary ventilation in the mine sufficient for rendering harmless the obnoxious gases in such places and for keeping them in a fit state to be worked with safety. An adjournment was requested as the colliery being under liquidation the defendant was labouring under difficulties. On the 15th. January the case was resumed but was referred to as Lockoford Colliery. Hicks was fined £10 with costs.

The Tapton Colliery Company owned Wallsend colliery and in May 1874 they informed the public that the colliery had reopened for the sale of coal. The colliery was later put up for auction in April 1876 as a result of the limited company who owned it having its affairs wound up. As it did not make a satisfactory price it was to be offered for sale by private treaty.

In May 1877 the Tapton Colliery, Coal and Coke Company. Newbold, Lockoford and Brimington Road, Chesterfield went into liquidation. The auction was held on May 7th, 8th, 9th. At Wallsend colliery and Tapton colliery.

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26th December 1868.

Tapton Colliery Company.

Celebration Dinner with the Workmen.

On Monday last an interesting celebration in connection with the above works was held. The chief programme was a dinner given by the directors to the 380 men and boys employed by them. Prior to this the directors and a few friends paid a visit to the colliery and inspected the works there under the guidance of Mr. Holford the Managing Director. The first part of the works visited was the Locoford shaft and the visitors here found a great change from the former aspect of the place, we may here inform our readers who are unacquainted with the fact that the Locoford Colliery was sunk by the late celebrated engineer George Stephenson who for many years resided at Tapton House Chesterfield and was buried at Trinity Church in this town. Stephenson sunk two shafts and raised a small portion of coal in the immediate vicinity of the shafts but owing to his death and the pressure of other matters upon his son Robert who succeeded him the working of the colliery was soon relinquished and the mine rapidly filled with water. It remained closed until the year 1865 when the present company which had been previously working the Tapton (commonly called the Wallsend pit at Newbold) took to it and set themselves the by no means light task of emptying it of water and enlarging the small shafts sunk by Stephenson.

The work was most difficult owing to the immense quantity of water which it was determined to overcome by pumping without the aid of "tubbing" (i.e. without lining the shaft with iron) to keep the water back. After clearing away a large number of coke ovens which encumbered the ground at the mouth of the shaft the company laid down a pair of powerful pumping engines which have been at work ever since and keeping the pit clear of water. The immense accumulation of water meant the difficulties the company capital had to contend against may be judged from the fact that all of the pumps were at periods lifting as much as ten to twelve hundred gallons a minute the emptying of the pit and the workings took them from the autumn of 1865 until the end of the year 1867. In fact the quest the company had set themselves to do was ridiculed by some of the wise acres in the neighbourhood who eagerly declared that it was impossible to get the pit into working order.

The directors, however, had confidence in themselves and in their Managing Director Mr. Holford and the results have proved that they were right. After conquering the water, the difficulties, however, were not at an end as the old workings which had to be passed through before the workable part of the mine could be reached were full of gas. A present quantity of gas had also rushed out of the crevices of the sides of the shaft as the water receded and this was removed by the means of a Schrele's exhaust air fan manufactured by the North Moor Foundry Company. The workings next to the shaft were also cleared in the same way until ventilation could be obtained between the two shafts and was ultimately got by means of a fall of water down one side of the shaft which carried the air with it and also by reversing the action of the fan and impelling air in that way.

After arching the roof of the workings near the shaft with brickwork the side walls of which were in some places six feet thick a drift was commenced to establish a connection between the Locoford pit and the pit at Newbold. So accurately were the drifts from each pit driven that at the point of meeting there was not a difference of more than two feet to the right or left although the distance was 2000 yards.

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The company were rewarded for their great expense by finding the coal seams equal to their expectations being of a first rate quality. On Monday the first part of the works inspection was the winding engines manufactured by Holford and Shepard Newton Ironworks Hyde, which appear to be of first class workmanship. We were informed that there had not been the slightest difficulty with them since the first day they were put down although the tasks they had to perform had been very heavy. Certainly their steady noiseless action being remarkable, these engines are about 90 h.p. The bank and screens were next visited and appeared to be everything that could be desired, having ample arrangements for facilitating the work of screening coal and providing for the comfort of the men engaged in the work.

The engines of the winding shaft are provided by Broadbent's safety catches in case of the rope breaking. The pumping engines were also inspected and found to be doing their work very satisfactorily and we were informed that they are working a 13 and 18-inch pump each lifting about 90 yards in length. The visitors also saw in course of erection a vertical high pressure pumping engine with a wrought iron beam below the cylinder, which is intended to pump the water from the upper measures of the rock and clear "Potter's Coal" seam which the company intend shortly to work. Also lying upon the ground was a set of pumps to be connected with this engine. The working barrel of these pumps is 23 inches in diameter and weighs upwards of 3 tons. When this engine is at work it will be capable of discharging with ease 1,000 gallons of water per minute. The number three shaft was the next place visited which is at present only used for drawing the water, which the new engine will lift when completed. The framework at the mouth of No. 1 shaft is unusually good and well made. It is 56 feet in height to the centre of the pulley. The visitors then descended the shaft and having arrived at the bottom inspected the stables and workings in the immediate vicinity which they found in a remarkably clean, dry and well ventilated. Subsequently they proceeded up the main supply or engine plain being drawn part of the way by horses and the remainder in wagons drawn by a rope of steel wire worked by the engines at the Newbold pit. Here Mr. W.H. Ratcliff telegraphic engineer of Birmingham has installed an ingenious adaptation of a telegraph system. The men have adapted the system of a single wire with a return current through the earth in order to prevent any false signals or other tampering of the wires. After an interesting and pleasant journey the bottom of the Newbold shaft was reached and the wagons running smoothly upon single headed rails with fish joints laid on patent Belgian iron sleepers.

The Newbold shaft was safely ascended and the party arrived at the surface highly pleased with their journey. The advantages of the incline connecting the two pits is very great, as in future the coal got at the Newbold pit will be sent down the incline to Locoform and there at once transferred to the railway trucks in the sidings which run into the Midland Railway. Hitherto the company have had the expense of carting the coal from the Newbold pit and have had a toll bar to pay, both expenses will now be avoided and the despatch of the coal made practically unlimited.

The dinner was provided at the Market Hall the caterer being Mr. R. Wilson of the Angel Hotel who on this occasion sustained his previous reputation. Prior to the chief meal the boys who are employed at the pit were entertained to dinner and certainly did ample justice to the good food provided. After the dinner the Chairman of the Directors (James Glossop Esq.) addressed them with a very suitable speech in which he dwelt on the example set them by the late George Stephenson.

Stephenson who began life in a similar position to theirs and urged them to do their duty faithfully and endeavouring to raise themselves in the scale of intelligence. Shortly afterwards the principal dinner took place. The colliers employed at the pit filed in the room to the number

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of 300 and the directors and friends took their places at a table at the head of the room. The chair was occupied by Mr. F.J.Glossop Esq. of Manchester chairman of the directors and the vice chair by John Tomkins of Manchester. The other directors present were Mr. Walter Holford Esq. Managing Director, William Olive Esq. Wool-Fold near Bury and Councillor William Wyatt of Chesterfield Among other visitors were Mr. J. H. Hewitt *secretary* to the company, Mr. Bluett surgeon to the works, Mr. J. W. Fearn, Mr. J. Gothard, Mr. James Holford, Mr. S. Skinner (Waleswood Colliery), Mr. James Martin, Mr. Eastwood, Mr. George Heath, Superintendents Stevens and Wheeldon. Messrs Mounthey and Slacks band were in attendance and played selections at intervals.

The Chairman," I rise now gentlemen with a feeling that the toast I have now to propose to you is the toast of the evening. It gives me great pleasure to meet you all tonight and no doubt the question arises why are you and I present on this occasion. I know but little of Chesterfield but on the occasion we meet I scarcely need tell you it is those who undertook the work at Tapton Colliery and have got through their main difficulties that they undertook the tough job is well understood in this district by those who have been looking on while we have been finding money. It is now nearly four years since the company was formed which undertook to clear Locoford shaft of water and got down to the coal. When they undertook it I can tell you as a secret they thought they would do it in twelve months at a cost of £10,000. But when the £10,000 had gone and the twelve months elapsed we did not seem to be much nearer the bottom of the shaft than when we began. But there was some people amongst us who had something like English pluck and did not no when they were beaten so they did not think of leaving off until they had done what they intended when they began. They said the money had gone and we must have some more, well they did so and that went to and again we had to find some more.

One crusty old gentleman said "when shall we get to the end of this it is all give and these Chesterfield people take all and do not let us have anything back again". Well said, Mr. Holford "you must persevere and there will be something that will satisfy' you". Today some of the directors myself amongst them have been to see what you have been doing and as we went along the Manager said" this is where your money has been spent and it is for you to judge what we have been doing". When we saw the beautiful seam of coal, which will work for 30 years and I think it will take us that period to get it all. When we saw all that had been done it certainly gave us confidence and I can tell you we came out at Newbold with a great deal more confidence than when we went down at Locoford."

In Mr. Holford's speech he said he heard one gentleman say that the drift that they were driving would come out at Foxley Oaks instead of Locoford. Mr. Holford was not in the habit of betting but if that man could get a good wager on he had better do so and he (Mr. Holford) would pay up if he lost or if they were ten yards out. What was the result? They were not ten yards only two feet and what was a great interest to him he had disappointed all the old women and croakers and had got the drift through without the loss of a single life. The two pits are something over 2,000 yards apart and he never asked a man to go where he would not go himself.

After referring to the able assistance he received from Mr. William Bellamy and John Hampson. Mr. Holford referred to the difficulties in the ventilation of the shafts at first. A large quantity of gas was coming up and he could not get the ventilation to go as he wished, he asked one wise man up the north how he should make one shaft an upcast He recommended throwing a stream of water down the other but there was plenty going

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down that so he went to Oldham and purchased a revolving fan and within three or four days had made it work.

The company had spent a heap of money over the pit and now they hoped to be able to get some of it back. That day they had the pleasure for the first time of riding up the ancient plane drawn by the stationary engine. They had put down an electric telegraph to aid the working of it which although not only the one in the district had only one rival and that was not worked on the same system. The chairman in appropriate language proposed the health of the over lookers and workmen of the Tapton Colliery coupling the toast with Mr. Naylor. He urged them to follow the example of George Stephenson and expressed their obligations to Mr. Naylor and the over lookers. Mr. Naylor suitably responded and expressed the obligations that they had all felt to Mr. Holford for his skill and care, he concluded by proposing a vote of thanks to the company which was seconded by Mr., John Gothard.

The chairman having replied proposed the Town *and* Trade of Chesterfield coupled with the health of Mr. Gothard. Mr. Gothard in an excellent speech contrasted the present prosperous conditions of the town and district with its position when he first new it and attributed the change to the bigger impart of the coal and iron trades.

Derbyshire Courier. 26th December 1868.

Reopening of the Locoford pit by the Tapton Colliery Company.

Twenty seven years ago the celebrated engineer the late George Stephenson Esq. Entered into a contract with the owners of land in the Townships of Newbold, Brimington and Tapton for the purchase of the whole of the coal there under and commenced mining on a large scale. The shaft under the name of the Locoford pit was shortly afterwards made and the coal in the vicinity worked until about fifteen years ago when operations ceased and the pit soon filled with water. Four years ago the proprietors of the Wallsend Colliery at Newbold formed a company of several spirited gentlemen residing in Manchester and different parts of the country were put upon the directory and very shortly afterwards the whole Locoford workings were leased to them. To clear the old shaft was considered by many to be almost a mad idea and any attempt to do it must bring about the ruination of those concerned in the matter. Powerful engines were erected under the instructions of Mr. Holford and the work of opening the shaft had been brought to a successful conclusion and the drift of over a mile in length has been made which communicates with the workings at Newbold. Along this distance proper tramways have been laid and the coal now got at Wallsend is sent down an incline to Locoford where it is brought to the surface in close contiguity to the Midland Railway.

Telegraphic communication has been established between the two pits providing against accidents and we are informed that the other precautions taken by the company to provide for the safety of the workmen are most excellent The opening out of the drift exposes to view a valuable bed of coal which will take many years to exhaust Monday last being the day when the drawing engines were completed, the directors visited the pit and descended the Locoford pit and examined the workings in the immediate neighbourhood after which they were drawn up the incline to Wallsend where they were brought to the surface.

In the afternoon one hundred boys employed at the colliery' sat down to an excellent meal in the assembly rooms at the Market Hall Chesterfield, and after having consumed a large amount of

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roast beef and plum pudding they were dismissed. The tables were then reset and at five o'clock upwards of four hundred of the workmen sat down to an excellent meal and when we say upwards of half a ton of meat besides vegetables and forty plum puddings and bread and cheese was consumed our readers can judge how far the claims of the inner man was satisfied.

(The rest of the report regarding speeches and toasts is the same as the Derbyshire Times version).

17th April 1858.

One valuable steam engine to be sold by auction.

One excellent 40hp high pressure engine with rope drum, one 18hp engine, 37 yards of lift pumps 10" bore with bucket and clack. The colliery is about one mile north of Chesterfield and adjoining the Midland Railway and Chesterfield and Stockwith canal.

27th April 1861.

Tenders for the sinking of two shafts, apply to the office of Tapton New Colliery Newbold Road.

1st February 1862.

Superior Blackshale screened and picked 8/- per ton, unscreened 7/- per ton, slack 4/3d per ton. Orders to coal yard Cavendish Street.

5th March 1874.

On Tuesday last over 300 employees of the Tapton Colliery Coke & Iron Co. struck work under the following circumstances; on the 11th of February at 14 days notice was given to them to the effect that a reduction of wages equal to 15% would be made. The men replied by stating that when the advances were made in 1872 it was agreed by the Sheepbridge, Tapton, Holmewood, Whittington, Wingerworth and Brampton companies that all advances and reductions should take place simultaneously and that they were singled out whilst others have as yet received no official intimation or reduction.

5th November 1864.

Wanted a number of steady coal miners at Tapton Coal and Ironstone Co. Works, near the Chesterfield Railway Station.

15th February 1868.

Coals from Tapton Collieries at the following prices delivered in the town.
Best screened coal 8/4d per ton, Best unscreened 7/10d per ton, Nuts 6/6d per ton. R. Mountney Agent Market Place.

8th May 1869.

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William Nash was charged with leaving the employment of the Tapton Colliery Co. without giving one months notice. They claimed compensation from the time the defendant went away on 10th April. He was fined with and 4/6d costs or one months imprisonment with hard labour.

15th April 1876.

Sale of Tapton Colliery.

The colliery belonged to a limited company whose affairs it is to be presumed are now being wound up. The first lot comprised of the works, engines, coke ovens etc. and the unworked coal. The bidding commenced at £7,000 and no advance upon this sum was obtained Mr. Stoker a member of a firm of London solicitors bid £5,000 making the amount £12,000. Mr. Nicholson the auctioneer failed to obtain a higher bid. He informed the bidders that miners wages would go down 20% and the position of coal would again become most profitable. He also stated that in 1865 the company to which the colliery belonged started with a capital of £50,000. After opening the document which contained the reserve price he withdrew both lots and said that it would be offered for sale by private treaty.

7th March 1877.

The Tapton Colliery Coke and Iron Co. Newbold.

John Turner and Son have received instructions from the Official Liquidator to prepare for sale 5 powerful draught horses and 43 cobs and ponies.

2nd May 1877.

Tapton Colliery Coal and Coke Co. Newbold, Locofood and Brimington Road.

John Turner & Sons have received instructions from the Liquidator to sell by auction on 7th, 8th and 9th May all of the valuable and loose colliery plant etc. 500 coal trams with cast iron wheels and wrought iron axles 2 feet gauge, 8 coal and coke railway trucks, 10 conical coke pans to fuel coke ovens, 200,000 bricks, 4 one horse carts, 25 ton weighbridge, 2 patent hydraulic lifting jacks by Tanager Bros, 3 large gig pulleys with brake rims and one new gig drum with shaft and pedestal, 500 Davey lamps, one single deck cage, one double deck cage, and a considerable amount of other engineering equipment. Also one dog cart and 50 sets of harnesses and 4 sets of sling gear. Sale to commence at 11.00a.m. at the Wallsend Colliery Newbold and the following days at the Tapton Colliery.

8th February 1879.

To be sold by tender the whole of the valuable plant and engines at the colliery. The plant is in excellent working order and will be sold subject to the purchaser taking a lease of the ground comprising the site of the works about 10 acres in extent for a term not exceeding 40 years at the nominal rent of £20 per annum. The purchaser will also have the option of taking a lease on 80 acres of Blackshale coal, 100 acres of

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Bottom Hard coal, 160 acres of Tupton and Tupton Threequarter coal.
There are good sidings running parallel to the main line of the Midland Railway running from Leeds to London and accommodation for an output of 1,000 tons of coal per day.

(New) Turnoak(s) Colliery.

SK 47/57 378695 (Closed circa 1926).

1896. Owned by Samual Low & Sons, Brampton.
Under-manager John Oates.
13 men employed underground and 3 on the surface.
Mining Deep Hard coal and fireclay.

1908. Owned by the Turnoak Colliery Company, Unstone.
Manager, W.S. Elphingstone. Under-manager, W. Soar.
36 men employed underground and 5 on the surface.

1918. New Turnoak Colliery Company. 32 Glumangate, Chesterfield. Manager, R. Braidford. Under-manager, W. Soar.
Employing 47 men underground and 18 on the surface.

9th January 1904.

Best Low Main Hard Cobbles 10/6d per ton delivered, Unscreened Cobbles 8/6d per ton delivered, Rough Slack 5/6d per ton delivered.
N.B. The above prices include carting to any part of the Borough of Chesterfield. The coal is sold only upon one condition: viz: Cash with order.

12th June 1915.

The Turnoaks Colliery Company were granted a licence to store explosives in a building on the site of the old Broad Oaks Iron works on Derby Road.

15th October 1937.

Seven Chesterfield boys aged 14-16 were involved on Sunday afternoon in an explosion which was caused by one of them throwing a lighted 'Little Demon' firework down a disused shaft. The accident occurred at the old Turnoak Colliery off Derby Road Chesterfield which has been closed for eleven years.

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Unstone Collieries.

Unstone Main Colliery.

In an area around SK 36/37 373776

On a recent visit to the area with the onset of winter and the dying off of the brambles and weeds several other building remains were to be found. It is well worth a visit to this site for a pleasant walk in woodland surroundings. (Take your Wellingtons though as it can be very wet underfoot).



Remains of the Colliery in Brick & Stone (ANB).

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Unstone Colliery.

In an area around SK 36/37 378770



From James Harrison to Mr. Fowler. 15th March 1871. (Chris Goodlad).

Unstone Silkstone Colliery.

In an area around SK 36/37 37337715

31st October 1868

Opening of a New Colliery at Unstone.

On Tuesday last the first sod of a new pit belonging to the Unstone Coal and Coke Company was turned by Miss Harrison daughter of Captain Harrison of Rotherham. The place for sinking the new shaft is in a field adjoining Unstone Mill and is about 100 yards from the turnpike road leading from Chesterfield to Dronfield. It is on the slope of a hill and lies very convenient for the fall of water and for tipping dirt as it comes out of the pit. The shaft is twelve feet clear and will run 100 to 200 yards down to the Blackshale.

March 31st 1869

To Railway Contractors.

To Railway Contractors the Unstone Coal and Coke Company are desirous of receiving tenders for the construction of the branch railway and sidings. Plans and specifications may be inspected at West Staveley Colliery offices.

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April 19th 1884

Sale of Pit Ponies.

The Unstone Coal and Coke Company LTD consequent on the closure of their pits will sell by auction on 21st April 50 pit ponies in a field near the colliery.

December 22nd 1888

Unstone; a Warning to Colliers.

At Eckington Petty Sessions John Gabbitas a collier at Unstone was summoned at the instance of the Unstone Coal and Coke Company for unlawfully contravening the 2nd 72nd special colliery rule of not having set sufficient 'sprags' before commencing holing on the 2nd of November. The prosecution said it was a very serious offence. The man had not set a 'sprag' in his stall within seven yards and he had actually holed 2 feet six inches under. The bench were no doubt perfectly aware that the limit for setting 'sprags' was six feet. It was a miracle that the man was not killed on the spot, it actually made the deputy tremble when he saw the stall. The company did not want to press the case but simply wanted an example made for others. The defendant who pleaded guilty was fined £1 plus costs or in default 14 days.

James Higginbottom a collier of Unstone was charged with a similar offence. This was also a serious case the defendant worked in number one stall and he had holed for a distance of six yards without having set a 'sprag' and he had gone one foot under. It was not as bad as the previous case. The defendant pleaded guilty and afterwards said that he had set a 'sprag' but he took them down as he had a right to do in order that the coal might fall so that he could fill a tub which was waiting. The bench said that the defendant had made his own case worse than it would have been and he would have to pay a fine of £1 plus costs or 14 days in default.

January 25th 1890

Dronfield Colliers in Trouble; a Warning.

On Monday at the Dronfield Petty Sessions before W.F. Bagshawe and W.J. Blake esq. William Gilbert, Alexander Ready, Herbert Clarke, William Baker, Thomas Higginbottom, George Daykin and James Goodall all of Dronfield and William Wright of Apperknowle were summoned by the Unstone Coal and Coke Company for breach of contract. The prosecutor said all the men employed by the Unstone Coal and Coke company had signed the usual contract rules of which 14 days notice must be given on either side before they could terminate the agreement. The defendants had been absent from their work from 2 to 7 days. It was a very serious matter for the company when they absented themselves from their work as they sustained a loss of 9/8d for every man who stayed away. The compensation was based on 5/- per day and the company claimed from Gilbert that he had been away from work for three days 15/-, Daykin 5/-, Wright 10/-, Higginbottom 15/-, Clarke 10/-, Baker and Goodall 25/- each and Ready 10/-. The Prosecutor went on to say that the company gave the men 5 days holiday at Christmas. The defendants did not consider this sufficient holiday and they failed to go to work on the days mentioned on the summons.

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All the defendants admitted being away from work on the days specified but several intimated to the bench that the company had claimed more than they could earning a day. The bench ordered them to pay the compensation and costs and they hoped that it would act as a deterrent not only to the defendants but to others as well.

August 31st 1872

Unstone Colliery to be Sold.

The Silkstone Colliery Unstone is to be sold by tender comprising of about forty five acres of which only five acres have been worked. The coal is known as the Blackshale or Silkstone of superior quality about five feet in thickness. The shaft is sixty four yards deep and is worked by a fourteen horse power engine. There are two ovens for making hard coke and one for soft or smiths coke.

March 21st 1885

Silkstone Colliery Unstone.

To be sold by auction a winding engine 12 inch cylinder-2 foot 8 inch stroke, link motion 8 feet 5 inch flywheel by Plowright Brothers of Brampton. Fan engine 8 inch cylinder 18 inch stroke by Plowright Brothers. One end boiler 27 foot x 4 foot by Oliver and Company Chesterfield.

October 28th 1871

Messer's. J. Rhodes and Sons Unstone Colliery Sinking Update.

The new colliery of Messer's. J. Rhodes and Sons at Unstone. This colliery the first sod of which was turned in March last year has begun to assume proportions indicative of this great importance in the neighbourhood. Two shafts have now attained a depth of 85 yards and 45 yards having been through very strong rock conditions. The influx of water became so great after the first heavy downpour of rain in the summer that the sinking operation had to be suspended pending the erection of a Cornish engine of 200 horse power which will be able to lift with ease 1000 gallons of water per minute. The erection of the engine will of course occupy some considerable time and some months will no doubt elapse before they have reached the famed Silkstone Bed of coal. Thirty yards have yet to be delved out. A branch line of railway will be made to join the Midland the distance being about half a mile. The coalfield is said to comprise 300 acres and for its development a great number of hands will be employed at the colliery in no small degree to the prosperity of the neighbourhood. It is very creditable to the officials at the works that so far no serious accident has occurred.

North Derbyshire Collieries

September 21st 1889

New Colliery for Dronfield.

The valuable seam of coal known as the Blackshale or Silkstone and under 180 acres of land situated at Dronfield adjoining the main line of the Midland Railway has just been purchased by the Unstone Coal and Coke Company. The company will take possession in the course of the week and it is intended to develop a coalfield commensurate with that of the Moor Top Colliery near Unstone belonging to the same company. Plans for a sidings have already been approved by the Midland Railway Company which will be on an extensive scale and but a short distance from the railway station and near to the spade and shovel works of Messrs. E. Lucas and Sons.

See also Dronfield section.

Warsop Main (Vale) Colliery. SK 46/56 547682

Warsop Vale Colliery.

Sunk in 1893 by the Staveley Company and was their largest single pit, as Warsop Main Colliery the colliery first produced coal in 1895. The company built the colliers a village of around 210 houses with the hotel school and church following shortly and a Co-Operative Society as was the norm for the era.



Harold Alsop.

Westwood Colliery.

Brimington Moor Iron Furnace. SK 47/57 411726

Open Holes SK 41358 72719

Westwood Bell Pits (South from) SK 41589 72326

Westwood Bell Pits (South from) SK 41608 72822

Westwood Colliery SK 47/57 41557295

Open Holes

An old version of opencast workings. The topsoil, turf and clay are removed exposing or laying bare the local ironstone rakes and coal seams. The coal and stone are

North Derbyshire Collieries

removed by following the seams as they dip and this leaves large expanses of quarry like holes in the area. The openholes here produced coal and ironstone for Staveley Works during the 19th Century.

Bell pits and openholes reported in this area from 13th-17th century.

Brimington Moor Iron Furnace

In 1860 the Brimington Moor Iron Company were producing and working iron at Furnace Farm for the Staveley Company to augment the production at Staveley Furnace. Coal was mined here and tuned into coke in the 50 coke ovens presumably used in the making of iron.



Furnace Buildings. (ANB).

The works produced cast iron for boilers and cylinders for use in steam engines. It also produced stoves, grates, ovens, shovels, hoes, trowels and rivets on site. The rusty-coloured ironstone which was mined locally comprised of only 30% iron when smelted, it came in several shapes; balls, nodules, dogs tooth and so on referring to its physical shape. It occurs as 'Siderite' or iron carbonate and several seams or 'Rakes' which occur between the main coal seams.

Raw Materials at a Local Furnace.

Production and Ore Mining needed to keep the furnace in production.

To show the amount of raw materials required at the furnace we must first look at the amount of pig iron that can be produced at a furnace. In 1848 most furnaces in the locality were able to produce in excess of 4,000 tons of iron per annum.

As the ironstone yielded only one third of its weight in iron then 4,000 tons of pig iron needed 12,000 tons of local ironstone.

Prior to 1828 and James Neilsons invention which allowed preheated air into the furnace it took eight tons of coke to produce one ton of iron, his invention enabled a reduction from eight tons to five tons to take place. This furnace did not benefit from Neilsons invention.

It took 1.33 tons of coal to produce a ton of coke.

North Derbyshire Collieries

Therefore it took 10.64 tons of coal to produce the 8 tons of coke for the furnace to produce 1 ton of iron. It therefore took 42,560 tons of coal to produce the annual 4,000 tons iron.

A survey document from the Barrow family (later to become the Staveley company) shows that the Inkersall Rake ironstone was being mined in the Duckmanton and Staveley areas at a rate of 1,932 tons per acre. (24th. March 1840).

An annual production of 4,000 tons of iron in a cold blast furnace, needed. 4,000 tons of iron needs 12,000 tons of ironstone to be mined.

42,560 tons of coal needs to be mined to be turned into 32,000 tons of coke. Many tons of limestone need also to be mined and then burnt to produce lime to mix in to the furnace be used as a flux.

The furnace here was a cold blast furnace, i.e. Cold air only was fed into the iron making process. When the furnace closed the steam engine was transferred to Broad Oaks Foundry in Chesterfield. (1880's)?

The roads into Westwood from Brimington Common (Moor) were all part of the 1842 Inclosure (Enclosure) Act.

Westwood Colliery SK 47/57 41557295

A single shaft of 51 yards deep into the Blackshale seam. Abandonment dates shown from 1856-1857.

There are however several other shafts in this area.

Colliery roadways connected to Albert colliery shaft, which is 109 yards deep into the Blackshale seam. (SK 47/57 416735) Colliery owned presumably by the Staveley Company.



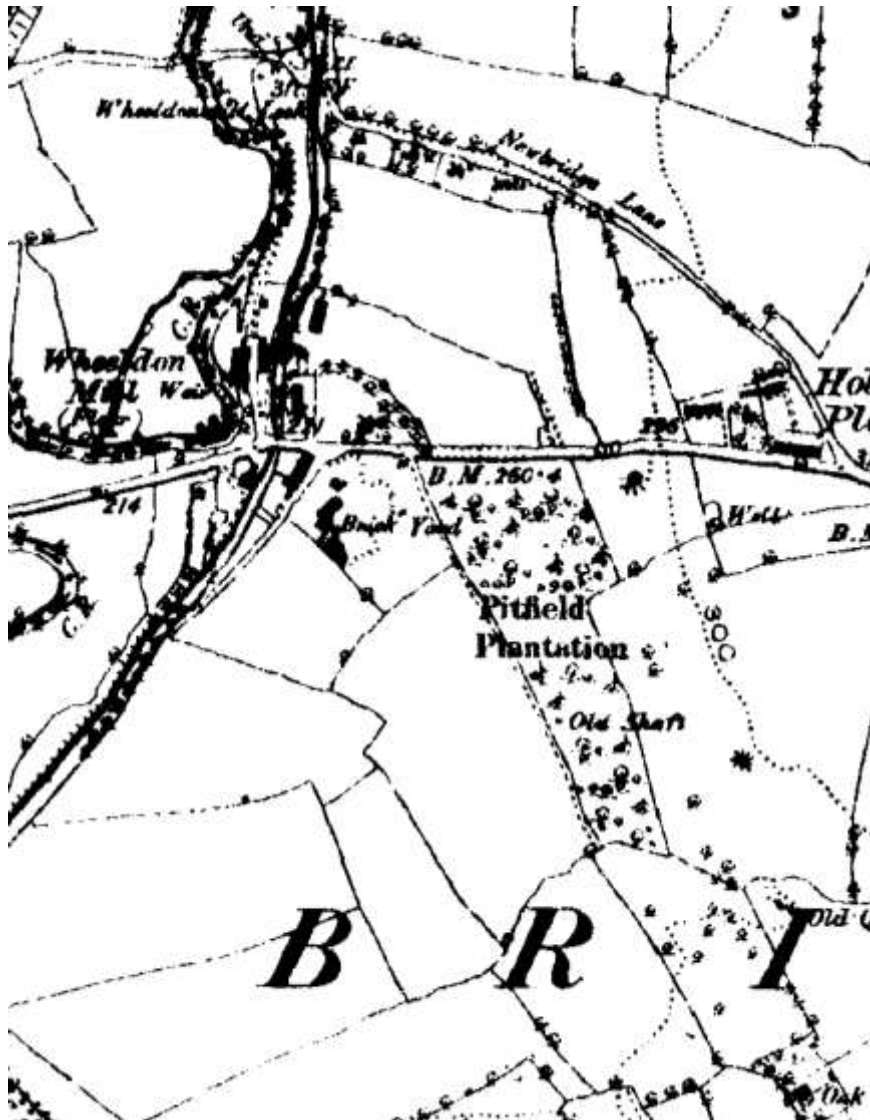
Exposed Coal & Ironstone. (ANB).

North Derbyshire Collieries

Wheeldon Mill Collieries.

Wheeldon Mill Colliery.

It would appear that a colliery worked at Wheeldon Mill from before 1790 as John Farey logged the colliery as follows: Wildens-Mill 2/3 mile WNW of Brimington working the 8th coal. (Deep Hard, Potters, Pot House, Townend, Deep End, or Squires). This colliery was in the wood with a single shaft at SK 39490 73560 in Pitfield Plantation or Wheeldonmill Plantation. It had a brickyard to supply the colliery and to build the houses nearby. The area would have been well known as it had a wharf for access to the canal a matter of yards away. This area is full of colliery spoil. There is an old shaft sited in a nearby field but appears on maps after 1883 and may be the site of another colliery, it may also be a miss-location of the shaft in the plantation.



Ordnance Survey 1883.

North Derbyshire Collieries



A Wheeldon Mill Brick.



SK 39490 73560 the shaft is nearby if not there.



A local made brick with common black mortar.

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An old tub rail used as part of the fence at 39484 73487.

S. M. Lancaster is working the colliery from 1880-1896 and is producing coal from the Piper Seam. Butt & Carrington, Brimington Common, are working with three men 2 underground and 1 on the surface in 1908. No colliery is listed here from after 1908 until a new colliery is being developed nearby in 1938.

Gaunts Wheeldon Mill Colliery. 1938-1967.

(Site is brown dotted box on map).

Wheeldon No's 1 & 2.

Pit Yard SK 39397 73316

Metal Spike on tip SK 39449 73391

A little further towards Brimington and prior to the start of World War II in the records for 1938 a new colliery is being developed by H Gaunt, of Loscoe Brickworks, Loscoe.

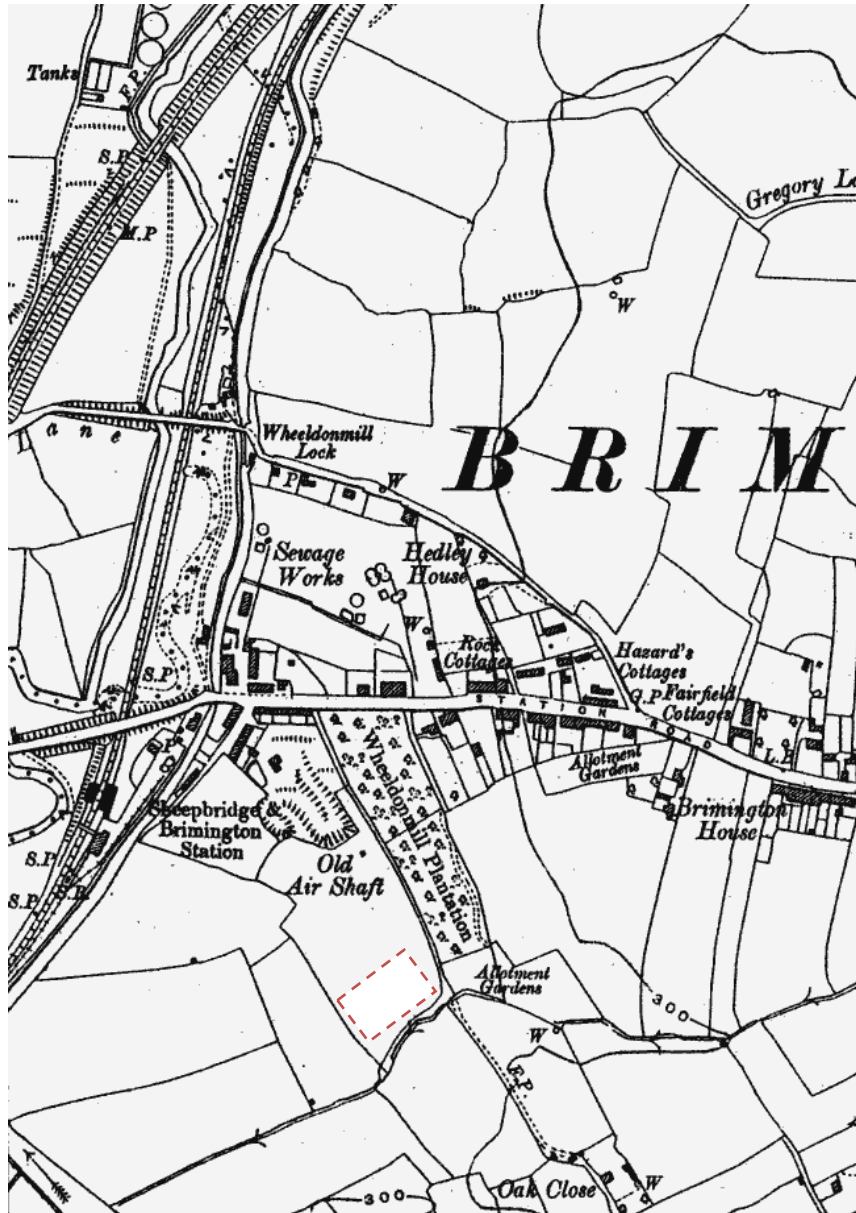
JH Reaney is his manager he is employing 5 men below ground and 1 on the surface.

By the end of the war JS Gaunt's, Wheeldon Mill Colliery (Brimington, Chesterfield) is in full production as Wheeldon Mill No.1. Colliery with AD Marriott manager is employing 341 underground and 162 on the surface in 1945.

During the war Wheeldon Mill No2 colliery was being prepared but sinking was discontinued in January 1944.

It appears that the colliery had two drifts and a shaft? (Possibly) and was at least working the Deep Hard and Piper Seams as late as December 1946.

North Derbyshire Collieries



Ordnance Survey 1921.



Pit Gates.

North Derbyshire Collieries



Coal Tips, Piper Seam drift Haulage site.



Tipler site.



Entrance to Deep Hards.



Brimington or Wheeldon Mill Wharf on the Chesterfield Canal.

North Derbyshire Collieries

Whitecotes Colliery.

SK 36/37 371697

Boythorpe Co. Ltd. Whitecotes Colliery

Registered Office, Boythorpe Road. Tel No. 2351

Director: A. H. Harrison

Mine Location: Whitecotes Lane, Chesterfield

Seams Worked: High Main/Piper

Employees: **1936**, 25 underground & surface.

Employees: **1938**, 17 underground , 2 surface.

Employees: **1945**, 42 underground, 9 surface.

Employees: **1950**, 35 underground, 12 surface

Mine Closed **1958**.



The Colliery in the 1950's. (Alec Jackson).

North Derbyshire Collieries

7th April 1939

Whitecotes Colliery.

Every Saturday morning there is a regular procession up and down Whitecotes Lane Walton Chesterfield of men, women and children wheeling barrows, trucks, prams and all manner of conveyances. Their destination is a footril just off the main road and here they buy coal in quantities and weight according to the carrying capacity of their barrow or pram They queue up at the footril and wait their turn to be served by "Old Joe" well known to them all. They come from all over the town but the majority are from the St. Augustine's estate. Most of them are unemployed or the children of unemployed but there are several who take advantage of the facility to get coal for their greenhouses.

23rd February 1940.

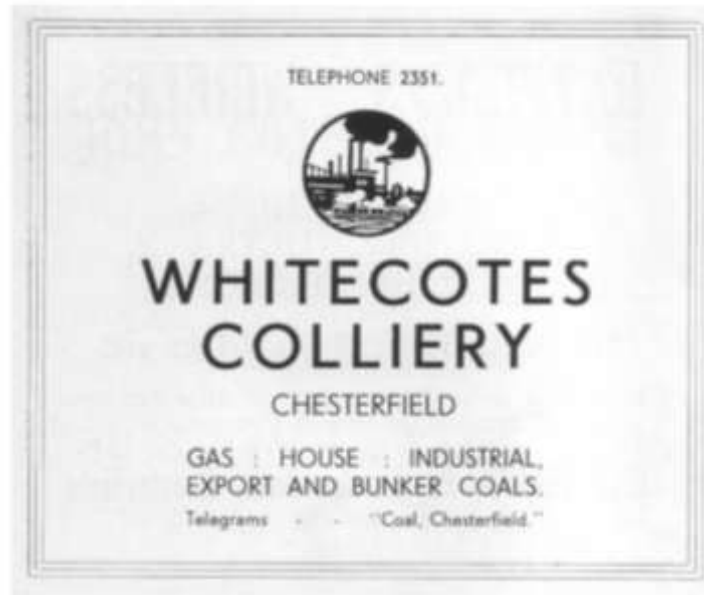
Damage of about £60 was caused by a fire, which destroyed a deputy's wooden cabin at Whitecotes Colliery Chesterfield on Tuesday. The cabin contained oil and parts of machinery and nothing was saved. The blaze was caused by coke falling from a stove and the Chesterfield Fire Brigade under Sergeant Outram were dealing with the outbreak within five minutes of receiving the call. The property was insured

14th February 1958.

Reference to "extensive and expensive" thefts from the Boythorpe Colliery Companies premises at Whitecotes Lane, Chesterfield was made by the firms Managing Director (Mr. J W. Fidler) at a local inquiry on Tuesday The inquiry was into an appeal by Mr. Watson, a night watchman at the premises, against the refusal of planning permission to convert the old colliery canteen at Whitecotes Lane, now disused, into a bungalow.

Mr. Fidler told the inquiry that there had been a number of thefts from the premises. The latest, he said, on reply to a question by Mr. R. A. Kennedy (Deputy Town Clerk of Chesterfield), had involved 3 cwts of brass and 5 cwts. Of copper."! called the police but told them I was going to stop reporting the thefts because they have never caught anyone." he said. Mr. J M. Warwick for the applicants said Mr. Watson lived in a caravan on the site. Mr. Fidler owned the land and the Company, until recently, worked a footril there on a license, which had now elapsed. But the Company still uses the yard to buy, screen and sell coal. Mr. Watson's wife was a telephonist for the firm. Planning consent, he went on, was only wanted for a limited period of five years and would entail no alteration to the structure of the canteen The building could be converted for £150 to £200. Mr. Kennedy for the planning authority said that the proposal would prejudice the proper re-development of the area, which was zoned for residential purposes. It was not essential he contended that the night watchman and his wife should live on the actual site. It was the planning authority's case; he went on that now that the Company's license from the N.C.B. to work coal had lapsed the Company should clear the site up as quickly as possible. The access to the site is over torturous roads of very poor construction and there was a complete lack of amenities said Mr. Kennedy, The inquiry was closed.

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(Chris Goodlad).

Whittington Collieries.

Brierley Wood Colliery SK 36/37 372755
Brushes Colliery SK 36/37 376755
Foxley Oaks Colliery SK 36/37 388742
Glasshouse Colliery SK 36/37 393768
Hundall Colliery SK 36/37 386771
Pools Lane Old Air Shaft SK 36/37 395771
Whittington Colliery, Broom House SK 36/37 376751
Whittington Silkstone Colliery SK 47/57 404750
Whittington Station SK 47/57 402750
West Staveley Colliery SK 36/37 400759
Cobnar Wood SK 36/37 35768 75472

Marrs Whittington Colliery.
Pierces Colliery.
Whittington Freehold.

A tramway was constructed and ran from Hundall colliery via Glasshouse colliery via West Staveley colliery to Whittington station to transport coal from the collieries and onto the railway at West Staveley colliery for transport. Another tramway ran parallel to this from Glasshouse colliery to the station or the steel works. Shown on O.S. Maps circa 1880. There were several companies involved in the operation of the collieries and may have used more than one name during operation as did the collieries. This makes identifying individual owners to collieries difficult.

By the 1896 list of coal mines it appears that this area is nearly all worked out, however by the first decade of the twentieth century several small mines have re-emerged, some in areas of previous operations.

North Derbyshire Collieries

The area covered by Glasshouse colliery has at least 24 old shafts in 1880 this would indicate to me that the area was predominantly working ironstone, there are several different types of ironstone nodules to be found in the area.

West Staveley colliery having at least five old shafts.

Glasshouse Colliery.

1st July 1893.

Messrs Byron and Rangely are to sell on Monday 3rd July 1893 the whole of the colliery plant, horse cart, harness etc. on instructions from Redhead and Sellars. Horse 15 hands also cart with sideboards and various other colliery equipment. A cart weighing machine to 5 tons, wire coal screen 8 feet x 4 feet, pit props and railway sleepers etc. The sale to commence at the bottom shaft at 3.00p.m.

2nd April 1921.

The Glasshouse Colliery Company New Whittington was summoned at Chesterfield on Thursday last week for non-payment of £38 – 4 – 00d poor rate and £32 – 13 – 00d district rate. Mr. W. Thacker of the Borough Accountants Office said the Company's representative had informed him that day that they were expecting £600 from the Government and as soon as they got it the rates would be paid. He had promised a months grace. The Bench made the usual order for non-payment.

Whittington Colliery Company.

Whittington Colliery was registered pursuant to the Joint Stock Companies Act 1856/7 with a capital of £60,000. The directors of the company being John Brown. Henry Rangeley. H. Chilton. W. Tuxford. F.R. Pierce. Derbyshire Times 20th November 1858.

Whittington Freehold Colliery Company LTD was to be registered under the company's act of 1862 at a capital rate of £135,000, which was 13,500 shares at £10 each. 25th July 1863.

Whittington Colliery.

Whittington & Sheepbridge Colliery Co. Ltd. 1874 for the supply of coal and bricks from Broom House colliery at Old Whittington. Thomas Shipley Manager.

The Silkstone/Whittington colliery at Broom House had now recommenced working and was able to supply coal to the area. 8th December 1883.

Silkstone colliery Old Whittington formerly known as Broom House colliery recommenced working by 5th January 1884.

Hundall & New Whittington Collieries plant and equipment are put up for sale on November 1st 1887.

North Derbyshire Collieries

The colliery or collieries all appear to be closed before 1896.

Derbyshire Times. October 8th. 1887.

Important Sale on November 1st. Hundall and New Whittington Collieries.

John Turner and Son. have been honoured with the instructions from the Hundall Colliery Co. to prepare for sale the whole of the valuable colliery plant comprising viz: seven winding pumping engines, one six wheel locomotive engine, headstocks etc. two Lancashire and two G.G. end boilers, 4,000 yards of railway rails, 300 pit tubs, wire ropes, contents of blacksmith shop.

Derbyshire Times.

30th August 1862.

Pierces Colliery.

Tristian Taylor and Thomas Flynn colliers working at Pierces colliery Old Whittington were convicted of leaving their employment without giving the customary 28 days notice. They were ordered to pay 12/6d expenses and return to work.

Whittington & Sheepbridge Colliery Co. Ltd. 1874 for the supply of coal and bricks from Broom House colliery at Old Whittington. Thomas Shipley Manager.

The Silkstone/Whittington colliery at Broom House had now recommenced working and was able to supply coal to the area. 8th December 1883.

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West Staveley Colliery.



Remains of the Colliery. (ANB).

West Staveley Colliery at New Whittington is worked out by 1880.

North Derbyshire Collieries

The colliery is reported as being flooded in January 1863 and temporarily not working. Also in 1863 the old colliery stock is sold off at auction and the colliery revamped.

Railway coal wagons belonging to the colliery of 36 ton capacity are put up for auction at Whittington station sidings in February 1875.

In 1864 the colliery is reworked with new shaft sinking.

West Staveley Colliery. Owned by Bainbridge & Company.
10th May 1856.

To be let the getting of ironstone from the Whittington Estate. Apply to the above colliery at Whittington.
January 3rd 1863.

We believe there are no police cases to record this week from this colliery owing to the pit being drowned out. There was an explosion at this colliery last July.
11th June 1864.

To let the sinking of a new coal pit at West Staveley. Specifications may be seen at the colliery office New Whittington.

Marrs Whittington Colliery. 1854. 1862.

Glasshouse colliery. Sale Mon July 3 1893 all of the colliery plant and equipment.

Forge Colliery Whittington 1880 owned and operated by Knowles & Company.

Brushes colliery owned by John Cropper in 1880.

Whitwell Colliery.

Whitwell Colliery was sunk by the Shireoaks colliery company in 1890-1891 initially to the Top Hard coal and then deepened in 1923.



(John Hall).

North Derbyshire Collieries

Derbyshire Courier. 12th July 1890.

Whitwell Colliery Sinking.

The preliminary proceedings in connection with the sinking of the shaft of the new pit at Whitwell are progressing apace. The sinking will be much the same as that at Steetley of which Whitwell in the course of time will be the sister colliery, for it is intended to connect them by headings in the usual way. The first coal from the Shireoaks bed will see light of day in about two and a half years.

Wingerworth and Hardwick Company Collieries.

Williamthorpe Colliery SK 46/56 427666
Hardwick or Holmewood Colliery SK 46/56 435657
Lings Colliery SK 46/56 420665
Peawit or Pewit Colliery SK 46/56 422654
Owlcotes Colliery SK 46/56 434680

Avenue SK 36/37 39246793 ?

The Wingerworth and Hardwick Colliery Company.

The years 1870-1930 saw a massive expansion of the British coal industry with output increasing from 11,000,000 tons in 1870 to 287,000,000 tons in 1913. It was in this era that the Holmewood colliery was developed from 1868. The Hardwick colliery company was formed in 1830 from the Wingerworth coal company and sank Lings colliery on Williamthorpe Road in 1840 which produced Top Hard Coal until its closure in 1896. By 1890 the company were looking for new mining leases and one was purchased for a large amount of coal by one of the company owners John Chambers. The company sold out to form a new company the Hardwick coal company, with a share capital of £350,000 in 1900 and which bought up other small colliery companies and private partnerships which had worked this area since the early 1800's.

Holmewood Colliery.

25th January 1868.

On Thursday evening last a dinner was given in the schoolroom belonging to The Wingerworth Coal Company at North Wingfield for the sinkers, foremen and others in celebration of the opening of the Holmewood Colliery which was commenced about seven months ago on the Duke of Devonshire's estate at Holmewood. The shaft is 63 yards deep and the coal, which was reached last week, proves to be a good hard coal of excellent quality and the seam averaging about 4 feet 9 inches in thickness. A most substantive plant has been erected and the whole operations have been most successfully carried out without loss of life or limb. It is intended to lay down a short line of railway from the pit mouth to the "Dukes line" North Wingfield a distance of about half a mile.

North Derbyshire Collieries

17th May 1876.

Following the great wages dispute 400 men have recommenced work at Holmewood Colliery.

27th October 1888.

All the men employed at the Holmewood Colliery came out on strike on Wednesday.

17th March 1900.

On February 21st Thomas Wetton a pony driver at Hardwick Colliery was caught galloping on a pony in the mine and thrashing it to the danger of other persons in the pit. He had been cautioned previously, he pleaded guilty and was fined £1 plus costs.

27th May 1911.

Interesting scenes on Sunday were watched by a large number of people in the unloading of three large boilers to be used to generate steam for the working of the plant in connection with 50 new coke ovens.

15th July 1922.

Edward Medal for Holmewood Investiture by the King.

The King held an investiture at Buckingham Palace on Saturday when the Edward medal was bestowed on Messrs. Samuel Peters, Joseph Harrison, Harold Wood and Thomas Calladine of Hardwick Collieries Holmewood for bravery at a time when two men were entombed in the pit at Holmewood. It will be remembered that Messrs. J. James of Clay Cross and E. Watson of Hephthorne Lane were cut off by a fall of roof and imprisoned for 96 hours in a space 15 yards by 10 feet wide and 6 feet high. They were fed through a pipe and it was due to the indefatigable hard work and pluck that the four rescuers above together with the Manager Mr. Collis and other brave workers that the men were extricated little the worse for their adventure. Messrs. Samuel Peters, Thomas Calladine, Joseph Harrison and Harold West were received at the Home Office at 9.30a.m. Saturday morning last and conducted thence through to St. James Palace. In one room the hooks for receiving the medals were pinned on. Later the rescuers were received by his Majesty in another apartment.

The King fastened the decorations on to each mans breast, shook hands with the men one by one and expressed to them his pleasure in presenting the medals. Thus reads the Company report, "These four men were engaged for practically the whole time in a dangerous position at the face of the fall. They were exposed to the risk of injury from falling stones and displayed a dogged courage and endurance." Each medal is suspended on a royal blue ribbon edged with yellow.

Mr. Peters describing the event to our representative said, "He had first to report to the Home Office and from thence we were led up to the palace. The party were all introduced to Mr. R. Smillie the well known miners leader who was accompanying one of his countrymen who had been awarded a similar honour. Upon our arrival at the

North Derbyshire Collieries

palace we were shown into a large waiting room along with others for similar decorations including other miners, sailors, police and firemen. The investiture took place in another large hall where some 48 gentlemen were knighted immediately preceding our investiture. We were ushered into the presence of the King and his Majesty fixed on the medal and shook hands with us speaking a few words of congratulations.

The whole of the party were invited by Mr. T.T. Broad M.P. to dine with him at the House of Commons but only myself and Mrs Peters were able to accept the invitation and the others returned home."

Lings Colliery.

26th December 1863.

An inquest was held at Hasland touching the death of William Gilbert an engineman at Lings Colliery who died as a result of injuries received as a result of a boiler explosion. He was in charge of the 40 hp Ling's engine and he also had charge of the pumping engine at Williamthorpe colliery where the explosion took place.

11th July 1868.

An accident was held on Wednesday last on the body of John Winter coal miner aged 17 years before the Coroner to inquire into the circumstances of the death of the deceased. It appeared that on Saturday 27th June deceased was going down an incline in the pit with a train of wagons and was riding on the last one when the one following was let go by carelessness and rammed into the one the deceased was on. He was thrown off and received such injuries that he died on Friday last.

17th May 1876.

The great wages dispute the Lings; Pyewipe and Avenue collieries belonging to the Wingerworth Coal Co. are still out on strike.

14th October 1876.

Mr. J. Ward charged eleven colliers with leaving their work on the 4th inst. without giving due and proper notice. The complaint was that the defendants who worked at the Lings pit owned by the Wingerworth Coal Company ought to have gone down to their work on Thursday morning between 5.00 a.m. and 6.00 a.m. but they did not do so. The employers claimed 30/- per man. The only cause for their refusal to go down was that there was something alleged to be wrong with the weighing machine but the men had their own checkweighman at this machine and in the event of anything being wrong or suspect the proper course was to have called the attention of the proper authorities and have it treated.

Owlcotes Colliery.

12th December 1863.

North Derbyshire Collieries

Hard Coal 6/8d per ton, Soft Coal 5/- per ton, leading 2/6d.

9th January 1864.

Hard Coal 6/8d per ton, Soft Coal 5/- per ton, leading 2/6d, J. Brockmer agent.

15th February 1868.

All orders for Owlcotes coal will receive prompt attention at R. Hunter, St. Helens Street Chesterfield.

7th October 1871.

Further reduction in Owlcotes Colliery coal prices, Best Hard Coal 6/8d per ton, and Best Soft coal 5/- per ton at the pit. Best Hard Coal 9/6d and Best Soft Coal 8/- per ton delivered in Chesterfield. Orders received by John Hadfield, hairdresser and toy merchant Cavendish Street Chesterfield.

1st March 1879.

The company after many months of labour have reached their new bed of coal, samples of which show it to be even superior to the fine bed that is now finished. The prices from this day are considerably reduced thereby enabling the poorest amongst to enjoy the comforts of a clean fireside – prices range upwards from 2/6d per ton.

5th January 1884.

Owlcotes Best Hard Coal and Best Soft Coal are the best and cheapest on the market. For further details as to carting apply to J. Hadfield Cavendish Street or F. Deighton Shambles Market Place Chesterfield.

Peewit Colliery.

16th September 1890.

A meeting of the men employed at Peewit Colliery was held at North Wingfield with respect to a dispute as to the wages paid to the men at the colliery, which is under the Wingerworth Coal Company. The men contended that the work there had been gradually getting worse and the coal took more getting and a considerable amount of powder had to be used. The men were getting least 1/- per day behind any colliery in the county that Mr. Harvey knew of and after deducting the money for powder the men were getting on average less than 4/10d per day.

27th September 1890.

At the close of the Liberal meeting held in the school at North Wingfield, Mr. Haslam said there was one matter he wished to mention as he thought it should be known. He had a rather serious if only a small dispute at one of the Wingerworth collieries. The wages there were very low a little over 4/- per day and a dispute had arisen in consequence. He had been informed that the tenants under the company had received

North Derbyshire Collieries

notice to quit their homes. If the men could pay their rents the company should do and act so barbarous and disgraceful as resorting to the old cruel method of starving men into submission they would have to very seriously consider the necessity of withdrawing the men from the remaining pits of the company.

Williamthorpe Colliery 1905-1970.



Williamthorpe Colliery 1938. Left No1, Right No2 shaft prior to modernisation. (A.Jackson).

The company wanted to establish a new colliery at Williamthorpe which was to raise 4,000 tons of coal daily. Under the terms of Mrs. Hunloke's lease the company were to sink shafts to the Blackshale seam and establish a first class colliery. Therefore sinking operations commenced in 1901 on the Williamthorpe shafts. The underground roadways from Holmewood were driven downhill into the pit bottom area of the Williamthorpe colliery, the idea being to avoid any powered haulage of coal into the pit bottom from the districts, this could be achieved by gravity. The new venture met with immediate problems, the shafts were sunk in a two mile diameter basin of water from the old Lings colliery workings. Only one hundred and eighty of the five hundred and fifty yards of sinking had been achieved in two years because of the water problems so it was decided to line the shaft with nineteen foot diameter iron tubing.

Although the ground yielded 2.5 tons of water per minute with a pressure of 600-700 psi. The iron plates were so tight that the shaft was watertight for the extent of the flooded strata. The shaft was completed in 1905 and became the deepest colliery in the Midlands. Williamthorpe colliery had triple deck cages with a capacity of twelve trams, or seven tons of coal with a winding time of forty five seconds. The steam winding engines were made by Markhams and company of Chesterfield with a forty two inch diameter cylinder and a seven foot stroke.

North Derbyshire Collieries



Williamthorpe Colliery. 1950's after modernisation.



Remains in 2000. (ANB).

The site now pumps from underground and settles millions of gallons of water each month from collieries as far away as Nottinghamshire.

North Derbyshire Collieries

The Chesterfield to Sheffield Railway Line.

Initially there was no railway between Chesterfield and Sheffield, the main or Midland Line completed in about 1840 running from Derby through Chesterfield and Rotherham to Leeds, therefore there was no railway through the Dronfield and Unstone area and therefore the rich coalfield was not fully exploited. The area contained heavy gradients and as such railway engineers did not consider the route as financially viable to build and also as a result of George Stephenson's comment that his engines were incapable of making these steep grades, other routes to Sheffield from Chesterfield were considered but rejected.

Collieries did exist in Dronfield and Unstone prior to the railway's arrival but production was kept artificially low because it was costing 5 shillings per ton to cart it to Sheffield by horse and cart, 200 tons of coal produced each day at a colliery could be transported without a railway but any more production could not be removed from the pit head.



Looking Towards Dronfield from Unstone Station Site.

The economic benefits of having a railway nearby were:

- Coal transported at 1/5th the current price. Railways charge 1 shilling per ton to Sheffield.
- Cheaper local coal, local prices kept artificially high to compensate for costs of limited production.
- Expansion of the colliery output by up to 400% at existing collieries although the upper seams nearing exhaustion anyway.
- Newer and bigger collieries employing more men. Exploiting the lower seams with more up to date plant and machinery.

In November 1863 plans had been drawn up and deposited to construct a railway of thirteen and a half miles long from Chesterfield at Lockoford or Tapton Junction through Sheepbridge, along the Drone Valley, through the Bradway tunnel and Dore and Totley station site to Heeley and into Sheffield. Branch lines were proposed from Sheepbridge to a branch line for the minerals of the Dunston and Barlow collieries. (Monkwood). And one on the east side of the Drone Valley to Unstone and Dronfield. (Unstone Branch onto the Dronfield and Unstone Branch).

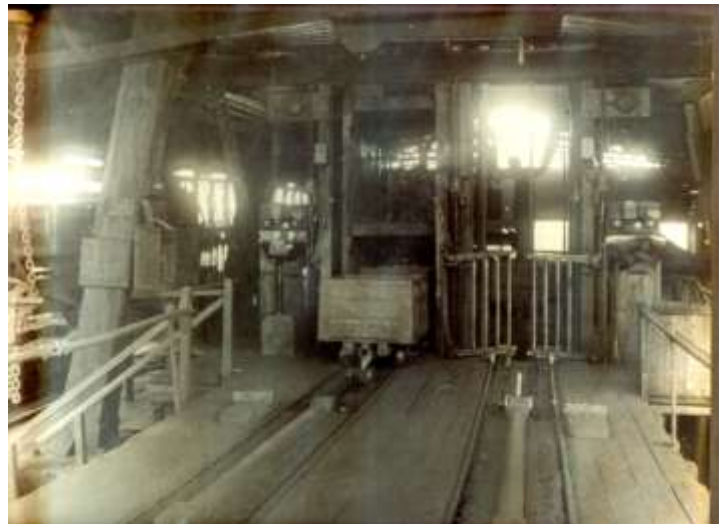
North Derbyshire Collieries

The Railway Bill was passed by both houses and received Royal Assent on July 25th 1864 a year later to the day work started on the line in several places. The line opened officially on February 1st 1870.

In February 1864 it had been agreed to link the Unstone collieries to the new line, five years later three new collieries had started and more were expected, the loop from Unstone to Dronfield was completed a few months after the main line was completed. As a direct result of the railway the population of the area of Unstone, Dronfield and Coal Aston had increased dramatically between the census's of 1861 and 1881 by nearly doubling in size. The population of Unstone had the most dramatic rise from under 1,000 to over 2,300 people.

From 1868 onwards the railway led to a dramatic expansion and development of the exposed coalfield in the area.

A Colliery Shaft Side in the 1930's.



Steam Rams Handle the Tubs on and off. (ANB).



Tub Retarder. (ANB).

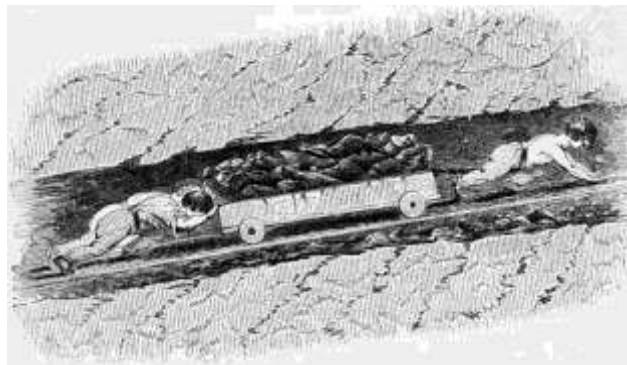
North Derbyshire Collieries

Acts of Parliament.

The Acts of Parliament relating to mining came into force due to the many accidents caused to miners by a system that allowed the colliery owners to run operations in an unregulated manner. The system which used outdated and often dangerous methods and practices to win the coal caused many lives to be ruined and lost with the use of inexperienced women and children as a cheap alternative to the employment of men. In the Brampton collieries the seams were shallow and small and a man could not physically work on the coal in the conditions that prevailed and so small agile children were used in their place.

Such was the concern about the employment of women and children in mines the Government commissioned a report undertaken by John Michael Fellows on the Employment of Children and Young Persons in the Mines and Collieries throughout the country. The report was published in 1842 and as a result Lord Ashley introduced measures to prohibit the employment of women underground and also restricting the labour of young boys. He also made it an offence for wages to be paid at or near a public house. These measures were of course opposed by the colliery owners including one of its main opponents the Marquis of Londonderry. However the Bill became law on August 10th. 1842.

I have a copy of the Derbyshire report and it includes interviews with 527 people of all status including the colliery owners, old colliers, children and managers. They visited schools, churches, coal, lead and Ironstone mines and as such this large volume makes very interesting reading. It is a comment on the moral, ethical and social standards of the day.



Colliery Holidays. "I am not aware of any, further than Christmas Day, Good Friday, and a day or two at Whitsuntide".

After the 1842 Act many new laws were passed but these were hard won by the unions and the actions of the men which caused much resentment between the men and the owners. One of these laws passed in 1850 was the inspection of the mine workings prior to, during and after the working shift.

In 1855 it was deemed necessary to have seven general rules to be observed at all collieries and other special rules were to be framed and put into force at all collieries.

North Derbyshire Collieries

More accountability was made for the owners and management structures were more clearly defined. One problem which came from this was the resentment of the men for a system that could fine and imprison them and only fine the owners.

A further Act was made in 1860 which made the Act of 1855 more permanent and boys under the age of eighteen were prohibited from acting as enginemen. It also allowed for the men to employ a checkweighman at their expense.

The 1862 Act came about due to the loss of 204 men in the Hartley colliery disaster in Northumberland and it made provision for two entrances at every mine.

The Coal Mines Act of 1872 provided for safer working conditions and for the inspection of the workings by the men themselves from time to time during a shift. Every mine had to be under the control of a registered and certificated miner. The age limit for the employment of boys remained at ten but the hours they were allowed to work was set to ten per shift. The hours of schooling were to be twenty each fortnight for all boys between the ages of ten and fifteen. Men were no longer to be paid for coal by measure they were now paid by weight this put an end to a long term grievance.

The Three Check or Tally System.

It was noticed that after mining disasters had occurred that it was impossible to know exactly how many men remained underground in a stricken mine. It was normal to go around to the houses of the miners and ask who had not returned home from work.

Men were deployed underground and miners were sent home if they were not required. At Markham colliery older miners told me of how they were deployed underground and it was not until possibly the early 1970's that they were deployed from the surface. A system of brass checks or tallies was devised to allow the miners to be traced.

Three checks or tallies were made for each miner the checks were marked with the colliers individual number. The square check was given to the banksman before entering the mine he then sent them over to the time office on the trunk bundle system. (Like the Coop. Used to send the money upstairs in their stores) and placed on a board thus indicating that you were in the mine.

The round check was given to banksman on leaving the mine. This was also sent to the time office to say that you were out of the mine.

The triangular check could be shown to the wages clerk to get your pay or pay ticket and as a way of indicating you were employed by the Coal Board whilst on Coal Board transport. (You can also peel an orange with it or use it as a screwdriver).



My Checks from Markham Colliery. (ANB).

North Derbyshire Collieries

The Brimington Anticline

Several of the seam outcrops can be charted on the railway cutting from Arkwright to Calow at SK 47/57 425704.

The Brimington Anticline is a natural local phenomena which aided the local coal mining industry giving easy access to the coal seams. It is caused by an uplift in the strata and causes the coal seams to outcrop east and west of a ridge that runs from Brimington through Calow to Arkwright. The seams then dip down to the east and west and initially coal was easily extracted from the outcrop edges of the seams and was worked in this way for hundreds of years prior to the nineteenth century. Drifts or adits into the coal were later worked as the easy coal had been taken. It was into the outcrop of these seams that such collieries as Arkwright and Calow Main were made along with several small short term collieries at Calow and Brimington. There are other anticlines in the vicinity which affect the strata in the same way.

The west of the Anticline dips into the lower coal measures which are usually shallow in such areas as Brampton and Ashgate, to the east the seams are in the middle coal measures which are much thicker in section but run deeper the further east you go hence collieries at Markham and Bolsover. It was usual at Markham and Bolsover to have uphill or downhill roadways to the face and a level seam to work on the face. One exception being L101's face in the Deep Soft seam whose gates were on the level and the face ran downhill from the air gate or return airway.

How the Coal Was Won.

Coal has been one of the areas greatest assets, we know that the Romans mined coal along with ironstone, there were Mediaeval miners too. The history of coal mining is a vast subject with different areas and different owners mining coal in their own particular time honoured ways. Change was always slow and painful in coming with these changes often only coming after serious mining disasters with the loss of life or limb. Some would even say that the coal mining industry never had an Industrial Revolution.

Coal was not the first choice for fuel, it was wood that was readily available and ancient laws allowed the common people to collect wood for burning on the home fires. Charcoal was used to smelt iron, this was often made from animal bones and not wood. It would however seem that because the many coal seams basset out in the area as a result of the Brimington Anticline, coal would be easier to find in larger quantities than wood. Coal was outlawed by statute in London on occasions because of the polluting smoke that filled the air.

The shallow shafts and drifts employed in the middle ages to win the coal were frequently filled in and re-sunk elsewhere as it was cheaper to do this than to maintain the ventilation and the security of the underground roadways. After the advent of the Industrial Revolution and the gradual changes in technology and company laws by the latter half of the nineteenth century the many disposable collieries made way for deeper, larger, permanent and more profitable mines being run by large private companies.

North Derbyshire Collieries

Several factors are needed to create the large collieries that were created from the middle of the nineteenth century, several of which relate to mining technology as better means of ventilation, winding and better shaft sinking techniques were sought to allow the deeper coal reserves that had been surveyed to be exploited as the shallower seams neared exhaustion and the second and most important a political decision to change the Companies Act twice in the nineteenth century to allow capital to be raised to fund such large undertakings as deep mining and to create the railway network needed to replace the slow unreliable movement of coal by canal or road. Compare the small undertakings of the Barnes family at Barlow and its later formation of the Grassmoor colliery company.

The Staveley company and the Sheepbridge company were two of the larger companies which exploited mining in the immediate area and as they grew throughout the world, they worked together on many ventures and along with the Grassmoor company and Clay Cross company were the biggest employers of miners in the area whose histories are inter linked.

There were other associations between companies which came about due to the marriage of the sons and daughters of the company directors. A Markham of the Staveley company marries a Jackson of the Clay Cross company.

Mining Methods.

The Bell Pit.

One of the earliest forms of underground mining where a central shaft would be sunk into the seam and the minerals worked outwards from the shaft until the pit roof was in imminent danger of collapsing whereupon a new shaft would be sunk nearby. The completed pit would resemble a bell shape inside hence the name bell pit. The materials would be hoisted up on a wooden rope winch or windlass with a basket attached to it, to enter the pit a wooden ladder may have been used. Many examples of this type of mining can be found in the area from Brimington through Inkersall to Duckmanton and beyond. Their presence can be indicated by circular indentations in the ground with a growth of young trees about the area of the disturbed ground.

In coal mining from the 17th. Century two systems or variants of the two were employed locally. The stall and pillar or bord and pillar and the longwall.

Bord and Pillar.

An early form of mining in which the workings were set out in squares to gain maximum support in the shallow seams. Roadways were driven through the seam at right angles to each other (stalls) and alternate blocks of coal were removed. Pillars of coal were mined alternately giving good roof support but wasting coal by leaving pillars for support.

North Derbyshire Collieries

Longwall.

A mining method presumed to have been 'invented' in Shropshire mines and used three shift working. Modern mining has its roots in this system. John Farey writing in 1811 about the local coal mining operations described the system as follows.

Firstly a night shift of Holers undermine the entire seam of coal on the bank or face, they do this by chipping away at the bottom of the seam with a pick thus creating a wedge at the bottom of the coal (Undercutting). Small wooden props are placed at intervals along the face to support the seam. At one or both ends of the face a vertical cut is made to allow the next shift to drop the coal from the gate end along the length of the bank.

Secondly the Hammermen or Drivers drive long sharp iron wedges into the top of the seam with hammers which allows the coal to drop in large blocks many yards long. The Drivers are followed by a Rembler who breaks up the coal into manageable pieces for the Loaders to load into the tubs or boxes for transportation. Most tools were made of wood until late into the eighteenth century as the expense of iron tools made them prohibitive to use.

The coal was loaded into the tubs using wooden forks at many local mines so as not to include slack and a ton of coal for a collier to load was twenty-two or more hundredweight to allow for any dirt or slack.

Thirdly the final group of men the Timberers or Punchers bring in seasoned timber supports cut from local woods or plantations to support the roof. The face is ready for the system to start up again.

John Farey writing in 1811 said of John Charleton of Calow, 'a very ingenious mechanic, collier and iron smelter'. On the 10th April 1802 John Charleton invented and patented cast iron puncheons or stanchions and caps for mine roof support. Which by being fluted and braced were both strong and light. However, miners resented their use and when they were introduced into the Butterley company mines in the 1920's their use was met with a threatened strike because they did not emit a cracking sound when the weight came on them warning of imminent roof collapse, unlike the timber roof supports did.

One improvement to the transportation of minerals both underground and at the pit head was the flanged iron rail or tramplate as we know them today, they were invented by John Curr, viewer of Sheffield colliery in 1787 and these gradually replaced the wooden ones underground. They were probably first used by Joseph Butler the Ironmaster at the surface of his collieries at Wingerworth.

North Derbyshire Collieries

Coal Seams.

As Recorded in the Area and explained hopefully correctly by myself.

This list is a theoretical list of seams, a seam may be washed out and missing replaced by rock, faults may also have displaced seams.

Middle Coal Measures.

Seams in descending order from the surface.

HIGH MAIN OR UPPER SILKSTONE.

FIRST WALES.

SECOND WALES.

SWINTON POTTERY COAL.

CLOWN or MAIN HARD.

MAIN BRIGHT or FOX EARTH.

TWO FOOT or SOUGH COAL. Split seam.

FURNACE or LOW BRIGHT COAL.

HIGH HAZELS, BEAMSHAW or BRINSLEY THIN

CINDERHILL COAL.

FIRST SAINT JOHNS.

SECOND SAINT JOHNS

COMB COAL.....

TOP HARD COAL or BARNESLEY.....TOP HARD COAL.

DUNSIL or BOTTOM COAL

TOP FIRST WATERLOO.....

BOTTOM FIRST WATERLOO.....FIRST WATERLOO

WATERLOO MARKER, BARCELONA or BLOCKING COAL

TOP SECOND WATERLOO.....

BOTTOM SECOND WATERLOO.....SECOND WATERLOO.

THIRD WATERLOO.

FOURTH WATERLOO.

FIRST ELL COAL or SUTTON COAL.

SECOND ELL COAL.

Lower Coal Measures.

BROWN RAKE COAL.

JOAN COAL.

CHAVERY OR BLACK RAKE COAL.....

SITWELL or DUNSTON.....CLAY CROSS SOFT.

ROOF SOFT.

DEEP SOFT.

ROOF COAL.

SMITHIES.

DEEP HARD, POTTERS, POT HOUSE, TOWNEND, DEEP END or SQUIRES

FIRST PIPER.....

SECOND PIPER.....TOWNEND THIN, PANCAKE, PIPER or PARKGATE COAL.

COCKLESHELL.....

LOW TUPTON.....TUPTON COAL or LOW MAIN.

North Derbyshire Collieries

THREEQUARTER, TUPTON THREEQUARTER or LEES COAL.

YARD COAL.....

BLACKSHALE.....SILKSTONE COAL

ASHGATE or BRAMPTON THIN. (Top leaf called hand coal).

UPPER BRAMPTON or MICKLEY THIN.

LOWER BRAMPTON or WALKERS COAL.

KILBURN or GRENOSIDE SANDSTONE COAL.

NORTON.

FORTY YARDS COAL.

ALTON COAL.

FIRST SMALLEY.

SECOND SMALLEY.

HOLBROOK COAL.

BELPERLAWN OR SOFT BED COAL.

BASLOW COAL.



Exposed the Strata Dip. Looking towards Bolsover on the Arkwright Opencast.

North Derbyshire Collieries

Ironstone Rakes.

- 1]. UNNAMED ABOVE THE TOP HARDS COAL.
- 2]. MEASURE AND BALL or INKERSALL RAKE ABOVE THE TOP HARD COAL.
- 3]. UNNAMED BETWEEN TOP HARD AND DUNSIL COAL.
- 4]. GORSEY KNOLL or REDFERN RAKE BETWEEN DUNSIL AND SECOND WATERLOO.
- 5]. STRANG RAKE ABOVE FIRST ELL COAL.
- 6]. BUFF or CEMENT RAKE BETWEEN CHAVERY & SECOND ELL COAL.
- 7]. PINDER PARK RAKE ABOVE CHAVERY COAL.
- 8]. POOR RAKE ABOVE DEEP HARD COAL.
- 9]. SPRING or RIDDINGS RAKE BELOW PIPER COAL.
- 10]. DOGTOOTH RAKE ABOVE THE COCKLESHELL OR TUPTON SEAM.
- 11]. THREEQUARTER BALLS ABOVE THREEQUARTER COAL.
- 12]. BLACKSHALE RAKE ABOVE YARD OR SILKSTONE COAL.
- 13]. BACKONFLITCH RAKE ABOVE KILBURN COAL.

1,5,7 Mined chiefly in the Chesterfield area. 11 in Clay Cross. 6,8,9,13 in the Alfreton area. 10,12 mined in all areas.

The Blackshale Rake was by far the most important.

Ironstone, Clay and other minerals are to be found layered between the coal seams.



Remains of Old Workings. Arkwright First Waterloo 1950's-1960's

North Derbyshire Collieries

1952. North Derbyshire Area of the National Coal Board.

Handley No 1 Colliery.
Handley No 2 Colliery.
Westhorpe Colliery.
Renishaw Park Colliery.
Ireland Colliery.
Oxcroft No 3 Colliery.
Oxcroft Colliery.
Markham No's 1,2,4.
Bolsover Colliery.
Arkwright Colliery.
Grassmoor Colliery.
Bonds Main Colliery.
Williamthorpe Colliery.
Holmewood Colliery.
Parkhouse No's 2 & 7.
Pilsley Colliery.
Morton No 5 Colliery.
Ramcroft Colliery.
Glapwell Colliery.



Prior to the Nationalisation of the nations collieries on January 1st 1947 the local collieries were all in private hands. These private owners were the Coal and Iron Masters. On that day the East Midlands Division of The National Coal Board took over 120 mines, five coking plants, twelve brick works, two pipe works, six waterworks, 18,350 houses, 112 farms and 14,300 acres of land all owned by the individual mining companies.

Mining Disasters.

Nationwide.

Any loss of life is a disaster to the families and friends of the deceased but if you compare the list of national disasters with that of our own local disasters you can see the North Derbyshire area did not suffer such great losses as did fellow miners in other areas.

Between 1866 and 1919 a miner was killed every six hours, seriously injured every two hours and injured badly enough to need a week off work every two or three minutes. (1).

The psychological impact of working in such a dangerous industry was incalculable.

'No man knows when he leaves his happy fireside in the morning but ere night he may be carried home a mangled corpse'. (2).

(1). Mining days in Abram. F. Ridyard. p37. (Leigh. 1972).

(*). Disasters. Duckham. (p202-207).

(2). Veritas' to the British Miner and General Newsman. (11th October 1862).

North Derbyshire Collieries

National Accidents with over 100 lives lost.

1835.	Wallsend, Northumberland.	102.
1856.	Cymmer, Rhonda, Glamorgan.	114.
1857.	Lundhill, Yorkshire.	189.
1860.	Black Vein, Risca, Monmouthshire.	142.
1862.	New Hartley, Northumberland.	204.
1866.	Oaks, Yorkshire.	361.
1867.	Ferndale, Glamorgan.	178.
1875.	Swaithe Main, Yorkshire.	143.
1877.	Blantyre, Lanarkshire.	207.
1878.	Wood Pit, Haydock, Lancashire.	189.
1878.	Abercarn, Monmouthshire.	268.
1880.	Black Vein, Risca, Monmouthshire.	120.
1880.	Seaham, Durham.	164.
1880.	Naval Steam Coal, Penygraig, Glamorgan.	101.
1885.	Clifton Hall, Lancashire.	178.
1890.	Llanerch, Monmouthshire.	176.
1892.	Norths Park Slip, Tondy, Glamorgan.	112.
1893.	Thornhill, Yorkshire.	139.
1894.	Albian, Clifynydd, Glamorgan.	290.
1905.	National, Wattstown, Glamorgan.	119.
1909.	West Stanley, Durham.	168.
1910.	Wellington, Cumberland.	136.
1910.	Hulton, Lancashire.	344.
1913.	Universal. Senghenydd, Glamorgan.	439.

Local Accidents and Disasters.

T.P.Woods Almanacs.

1861. Clay Cross Colliery. 11th June, mine flooded, twenty three lives lost.
1871. Rennishaw Park. 10th January, explosion, twenty seven killed, twelve injured.
1882. Parkhouse Colliery. 7th November, explosion, forty five lives lost.
1895. A. Winning Colliery. 11th. November, explosion, seven lives lost.
1911. Southgate Colliery. 22nd November, cage accident, three killed, nine injured.
1919. Oxcroft Colliery. 6th April, six killed, seven injured.
1922. Whittington Opencast. 22nd June, 3 men gassed, two died.
1928. Wallsend Colliery. 10th January, explosion.
1933. Grassmoor Colliery. 19th November, explosion, fourteen killed, eight injured.
1935. Glapwell Colliery. 10th September, six trapped, one died, three hospitalised.
1936. Glapwell Colliery No3. 1st April, man rescued.
1937. Markham Nol Colliery. 21st January, explosion, nine lives lost.
1931. Winterbank Pit. 15th February, explosion, seven killed, four Injured, one died later.
1937. Turnoak Colliery. 10th October, seven boys injured after throwing a firework down the shaft.
1938. Markham Nol Colliery. 10th May, explosion seventy nine lives Lost, thirty eight injured.
1938. Creswell Colliery. 2nd June, tub train accident, 3 died and a number injured.
1939. Warsop Main Colliery. December 20th, 1,850 ton of roof collapsed and crushed six men to death.
1949. Bolsover Colliery. April 15th, Mystery explosion, three men killed, two severely injured.
1950. Creswell Colliery. 26th September, fire, eighty lives lost. Derbyshire's worst pit fire.
1973. Markham No2 Colliery, 30th July, cage accident, eighteen lives lost, twelve severely injured.

North Derbyshire Collieries

Derbyshire Times.

21st. November 1857. On the Sunday morning prior to this issue a serious incident occurred resulting in the death of 12 men and serious damage to property at the Staveley works.

9th. January 1858. Killamarsh Colliery. 4 men killed. Winding rope broke chair plummeted 70 yards to the bottom of the shaft.

23rd. January 1858. Clay Cross No3 Tupton Colliery accident four men killed when rope broke.

22nd. May 1858. Accident at Birdholme ironstone pits. Four men killed. Appears to be a shaft incident.

26th. June 1858. Birdholme Colliery. Inquest into death of Thomas Kenney who fell down ironstone shaft.

16th. March 1861. Abbeyle Ironstone pit Cutthorpe. Burial of miner Sunday previous. Accident in which Miner Thomas Watkinson was thrown down pit.

15th. June 1861. About 30 lives lost after an inrush of water from old workings at Clay Cross Blackshale No2 colliery.

21st. March 1863. Inquest into the death of 19 year old Foxley Oaks miner George Shemwell who fell down the shaft on 2nd. March.

15th. August 1863. Hunger Hill colliery. Previous Saturday the rope broke on the cage whilst descending the shaft, 20 yards from the bottom. John Stokes and John Heston were killed.

26th. December 1863. Inquest into Lings colliery boilerman William Gilbert killed when a pumping engine boiler exploded at Williamthorpe colliery.

28th. May 1864. Clay Cross No4 Main pit two men burned and later died in hospital. Michael Flannery and Thomas Garvey.

13th. August 1864. Inquest into mans death at Old Hollingwood colliery the day before.

3rd. March 1866. Grassmoor colliery at Corbriggs fatal accident to Joseph Lowe. Killed after tub ran into him and pushed him onto a prop handle.

16th. January 1869. Boiler exploded at Clay Cross Timberfield colliery. Two men killed and five scalded.

28th. December 1872. John Marples found dead at the bottom of the Hundow colliery pumping shaft at Apperknowle.

7th. October 1871. First accident ever at New Brampton colliery. William Bradshaw fell into shaft sump and drowned.

28th. October 1871. Explosion at Wallsend colliery caused by a candle igniting gas.

19th. August 1876. A boy named Stephenson was killed when he was flung from the tub he was riding in at Do-Well colliery.

15th. May 1880. Thomas Ash of Newbold killed at Dark Lane colliery whilst engaged in coal cutting.

25th. September 1880. Inquest held into the death at Cobnar Wood colliery of Frederick Stevenson who died whilst drawing a tub of coal by winch.

2nd. October 1880. Fall of bind killed a youth named Jennings and a pony at Cottam colliery Barlborough.

North Derbyshire Collieries

2nd. January 1886. On Christmas eve Mr. John Harrison secretary and manager of Boythorpe colliery was killed in the fog by a small colliery shunting engine.

8th. October 1887. Office boy Edward Turner aged 18 run over and killed by a shunting engine in Glapwell colliery yard.

12th. May 1888. Frederick Buxton aged 34 years, a deputy at Albert colliery Newbold was killed by a roof fall.

25th. August 1900. Inquest into the death of a miner Thomas Burton at Alma colliery.

15th. December 1900. Inquest into the death of Joseph Platts aged 26 of Highfield colliery by a fall of roof.

12th. April 1919. Explosion at Oxcroft colliery. Claimed six lives out of the 74 workers on the shift.



Safety Lamp. (ANB).

North Derbyshire Collieries

Local Ironstone.

The rusty-coloured ironstone which was mined locally comprised of only thirty percent iron when smelted, it came in several shapes; balls, nodules, dogs tooth and so on referring to its physical shape. It occurs as 'Siderite' or iron carbonate and several seams or 'rakes' occur between the main coal seams.



Ball, Nodule and Dog Tooth Ironstone. (ANB).

A survey document from a competitor of the Smith family enterprises, the Barrow family (later to become the Staveley Company) shows that the Inkersall Rake ironstone was being mined in the Duckmanton and Staveley areas at a rate of 1,932 tons per acre. (24th. March 1840).

From the inventory of factory produced wares it would seem that the particular form of iron produced could not or was not made into steel. It was used mainly for forging and casting of large industrial machinery parts for lead and coal mining operations as well as for use in the munitions industry.

When iron ore was discovered in Northamptonshire it was found to be of a higher quality and purer than the poor 30% yielded by the local ironstone and therefore by the middle to late nineteenth century it had completely replaced that mined in the area. (I seem to remember reading that it was some 60% iron content).

Farey writing in 1811 refers to ironstone lying in flat balls in the coal shales sometimes looking like a paved floor. The beds of ironstone in the coal shales are referred to as Rakes where they basset or outcrop at the surface. Many local fields contained areas that were mined following the seams as they dipped underground from the surface.

North Derbyshire Collieries

Fools Gold?

Brasses or Drosses, which are lumps of Iron Pyrites could be found in several local collieries. The best of which were selected and sold on to local makers of Copperas, Green Vitriol or Sulphate of Iron. Two such firms existed in Brimington.



Crystalline Iron Pyrite. (ANB).

The Iron Pyrite or iron sulphide was heated to produce the iron sulphate (Iron can also be treated with sulphuric acid to produce iron sulphate) which could then be used in the manufacture of inks, in wool manufacture as a mordant. A mordant being a substance added to the fibres before dyeing to help the dye adhere to the fabric, it may also dye the fabric. The chemical could also be added to the ornate pottery and glass water filters of the Victorian era as a water purification agent which was an alternative to aluminium sulphate.

North Derbyshire Collieries

Ordnance Survey Grid References.

Key to Maps used for National Grid References.

Ordnance Survey Pathfinder **762**.

SK 47/57 1:25000 Staveley and Worksop South.

Worksop. Staveley. Bolsover area.

Ordnance Survey Pathfinder **779**.

SK 46/56 1:25000. Mansfield North and part of Sherwood Forest.

Tibshelf. Shirebrook. Warsop area.

Ordnance Survey Pathfinder **761**.

SK 36/37 1:25000. Chesterfield.

Dronfield. Chesterfield. Clay Cross area.

Any surface remains are catalogued using a Global Positioning System.

Warning.

Many of these OS references are extrapolated from old maps and overlaid onto the latest edition maps and as such are not necessarily accurate. Please note also that these references are only a rough guide to the area in which a colliery or other place was sited. The author assumes no responsibility for any loss, or claims by third parties that may arise from the use of these references.

ALBERT COLLIERY SK 47/57 416735

ALBERT COLLIERY (SHEEPBRIDGE WORKS) SK 36/37 367750

ADELPHI IRONWORKS COLLIERY SK 47/57 42977142

ALLPITS COLLIERY (OLD) SK 47/57 41307180

ALLPITS COLLIERY (NEW) SK 47/57 4142772020

ALLPITS/WESTWOOD IRONSTONE MINE SK 47/57 414719

ALMA COLLIERY SK 46/56 41296612

ALTON NEW COLLIERY SK 36/37 36736325

APPERKNOWLE COLLIERY SK 36/37 381785

ARKWRIGHT COLLIERY SK 47/57 429703

ASHGATE COLLIERY SK 36/37 365721

AVENUE COLLIERY (Old) SK 36/37 39246793

AVENUE COLLIERY (New) SK 36/37 39566775

BAGSHAW COLLIERY SK 36/37 397730

BARLBOUROUGH COMMON COLLIERY SK 47/57 471762

BARLBOUROUGH (SPEETLEY) COLLIERY SK 47/57 490777

North Derbyshire Collieries

BARLBOROUGH No1, OXCROFT No3 COLLIERY SK 47/57 483758
BARLBOROUGH No2, OXCROFT No4,
(PEBLEY COLLIERY SK 47/57 49107785)
BARLOW LEES COLLIERY SK 36/37 343759
BATHURST MAIN COLLIERY SK 46/56 47306960
BEIGHTON FIELD SK 47/57 457767
BOLSOVER COLLIERY SK 47/57 46087103
BONDS MAIN COLLIERY SK 46/56 420679
BOYTHORPE COLLIERY SK 36/37 37997010
BOYTHORPE VALE COLLIERY SK 36/37 378685
BRAMLEY MOOR OLD COAL MINE SK 36/37 39507884
BRAMLEY MOOR DRIFT SK 36/37 39727893
BRAMLEY VALE No1 DRIFT TOP SK 46/56 46706634
BRAMPTON COLLIERY SK 36/37 368703
BRIERLEY WOOD COLLIERY SK 36/37 372755
BRIMINGTON COMMON COLLIERY SK 47/57 40707275
BRIMINGTON COLLIERY SK 36/37 397729
BRIMINGTON MOOR IRON FURNACE SK 47/57 411726
BROAD OAKS, PICCADILLY COLLIERY SK 36/37 390710
BROCKWELL COLLIERY SK 36/37 366718
BROOM HOUSE, WHITTINGTON COLLIERY SK 36/36 376751
BRUSHES COLLIERY SK 36/37 376755
BULL CLOSE COLLIERIES SK 36/37 358767

CALOW COLLIERY SK 47/57 413712
CALOW MAIN COLLIERY SK 46/56 417698
CALOW OAKS COLLIERY SK 47/57 415703
CALOW OLD FURNACE COLLIERY SK 46/56 419699
CAMPBELL COLLIERY SK 47/57 411757
(The Dukes New Colliery just north of here)
CLARKES COLLIERY SK 47/57 41427129
New Engine Shaft. 41407120 & 41357130.

CLAY CROSS TUNNEL, SOUTH, SEVERAL OLD SHAFTS SK 36/37 388628
CLAY CROSS No1 EGSTOW COLLIERY SK 36/37 39556385
CLAY CROSS No2 COLLIERY SK 46/56 40106439
CLAY CROSS No3 COLLIERY SK 46/56 40156417
CLAY CROSS No4 TUPTON COLLIERY SK 46/56 40386544
CLAY CROSS No5 MORTON COLLIERY SK 46/56 414604
CLAY CROSS No6 MORTON COLLIERY SK 46/56 414604
CLAY CROSS No7 PARKHOUSE COLLIERY SK 46/56 410637
CLAY CROSS No8 FLAXPIECE COLLIERY SK 36/37 395628
CLAY CROSS No9 AVENUE COLLIERY SK 36/37 39566775
CLAY CROSS No11 AVENUE COLLIERY SK 36/37 39246793
COBNAR WOOD COLLIERY SK 36/37 35768 75472
COTTAM COLLIERY SK 47/57 468773
COTTAM No2 COLLIERY SK 47/57 465771
COWLEY COLLIERY SK 36/37 338771
COWLEY NEW COLLIERY SK 36/37 337778
CRESSWELL COLLIERY SK 47/57 52297360

North Derbyshire Collieries

CROWHOLE COLLIERY SK36/37 341756
CUTTHORPE COLLIERY, COMMON END COLLIERY SK 36/37 350734

DARK LANE COLLIERY SK 36/37 381728
DAY HOLE COLLIERY SK 36/37 351767.
(TRAMWAY SHAFT 34857705)
DOMENICKS OR DOE LEA COLLIERY SK 46/56 454668
DOWELL No1 COLLIERY SK 47/57 419747
DOWELL No2 COLLIERY SK 47/57 41947460
DRONFIELD SILKSTONE COLLIERY (OLD) SK 36/37 362784.
DRONFIELD SILKSTONE COLLIERY (NEW) MAIN SK 36/37 350788.
(There are two DRONFIELD SILKSTONE COLLIERIES)
DRONFIELD WOODHOUSE COLLIERY SK 36/37 333786
DUNSTON, COBNAR COLLIERY SK 36/37 361752
DUNSTON GRANGE COLLIERY SK 36/37 367741

FALLSWOOD COLLIERY (NEW) SK 36/37 359778
FALLSWOOD COLLIERY (OLD) SK 36/37 355780
FIELDHOUSE COLLIERY SK 36/37 372710
FOLLY HOUSE COLLIERY SK 36/37 368718
FOXLEY OAKS COLLIERY SK 36/37 388742

GENTSHILL COLLIERY SK 46/56 401630
GLAPWELL COLLIERY SK 46/56 465665
GLAPWELL No2 SHAFT SK 45/46 46536660
GLASSHOUSE COLLIERY SK 36/37 393768
(POOLS LANE OLD AIR SHAFT SK 36/37 395771)
GOMERSAL COLLIERY SK 36/37 356780
GOSFORTH COLLIERY SK 36/37 342782
GRANGEWOOD COLLIERY SK 36/37 378685
GRASSCROFT No8 COLLIERY SK 36/37 347767
GRASSMOOR COLLIERY SK 46/56 41206768

HADY HILL FARM COLLIERY (WAGSTAFF'S PIT) SK 36/37 392709
HADY LANE COLLIERY SK 47/57 403704
HANDLEY COLLIERY SK 47/57 409772
HARDWICK/HOLMEWOOD COLLIERY SK 46/56 435657
HARTINGTON, NEW HOLLINGWOOD COLLIERY SK 47/57 434755
HASLAND COLLIERY SK 36/37 391703
HAZEL COLLIERY & BRICK WORKS SK 47/57 464773
HIGHFIELD COLLIERY SK 36/37 376731
HIGHMOOR COLLIERY SK 47/57 469799
HILL HOUSE COLLIERY SK 36/37 386747
HILL TOP COLLIERY SK 36/37 354774
HIRST HOLLOW COLLIERY SK 36/37 328781
HOLLINWOOD COLLIERY SK 47/57 460776
HOLLINGWOOD COMMON COLLIERY SK 47/57 417747
HOLMEWOOD, HARDWICK COLLIERY SK 46/56 435657
HOPEWELL COLLIERY SK 47/57 408764

North Derbyshire Collieries

HOPEWELL COLLIERY SK 36/37 344776
HORNESTHORPE'S COLLIERY SK 47/57 422783
HUNDALL COLLIERY SK 36/37 386771

IRELAND COLLIERY SK 47/57 43757415
INMANSWELL/INGMANSWELL (FIELD) (PICADILLY FARM)
COLLIERY SK 36/37 392715
(INGMAN WELL) 390714

LANGWITH COLLIERY SK 47/57 529707
LEEWOOD COLLIERY SK 36/37 342767
LIGHTWOOD LANE COLLIERY SK 47/57 40557860
LINGS COLLIERY SK 46/56 420665
LOCKOFORD No1 COLLIERY SK 36/37 388730
LODGE FARM COLLIERY SK 47/57 419709
LOUNDSLEY GREEN/ASHGATE PLANTATION PITS SK 36/37 355717
LOWGATES COLLIERY SK 47/57 445750

MARKHAM No1 COLLIERY SK 47/57 450723
MARKHAM No2 COLLIERY SK 47/57 449719
MARSH LANE COLLIERY SK 47/57 41007920
MICKLEY COLLIERY SK 36/37 325793
MONKWOOD No1, OLD COLLIERY SK 36/37 349755
MONKWOOD No2, NEW COLLIERY SK 36/37 346760
MORTON COLLIERY SK 46/56 414604

NESFIELD COLLIERY SK 36/37 351741
NETHERTHORPE COLLIERY SK 47/57 43857465
NEWBOLD COLLIERY SK 36/37 370728
NEWBOLD BACK LANE COLLIERY SK 36/37 374720
NEWBOLD IRONWORKS COLLIERY SK 36/37 360733
NEW BRAMPTON COLLIERY SK 36/37 373699
NEW RIBER COLLIERY SK 36/37 377707
NEWMAN SPINNEY SK 47/57 467790
NEWMARKET COLLIERY SK 36/37 386631
NORBRIGGS COLLIERY SK 47/57 452750
NORTH UNSTONE SK 36/37 369783
NORWOOD COLLIERY (COMBERWOOD SHAFT) SK 47/57 465798

OFFLEY PLACE COAL PITS SK 36/37 334713
OLD HOLLINGWOOD COLLIERY SK 47/57 415748
OXCLOSE COLLIERY SK 36/37 337777
OXCROFT No1 COLLIERY SK 47/57 47327328
OXCROFT No2, BARLBOROUGH No1 SK 47/57 483758
OXCROFT No4, BARLBOROUGH No2, PEBLEY COLLIERY SK 47/57 49107785
OXCROFT No5 COLLIERY SK 47/57 470742
OWLCOTES COLLIERY SK 46/56 434680

PALTERTON AIR SHAFT (Markham 5) SK 46/56 46006917
PALTERTON COLLIERY SK 46/56 472686

North Derbyshire Collieries

PARKHALL COLLIERY SK 47/57 469787
PEBLEY COLLIERY, OXCROFT No4, BARLBOROUGH No2 SK 47/57 49107785
PEWIT/PEAWIT COLLIERY SK 46/56 422654
PILSLEY COLLIERY SK 46/56 426631
PLEASLEY COLLIERY, NIGHTINGALE PIT SK 46/56 498644

RAMCROFT COLLIERY SK 46/56 45786752
RENISHAW PARK SK 47/57 438776
RENISHAW STATION PIT SK 47/57 446781
RESEVOIR COLLIERY SK 36/37 371721

SAIN'T JOHNS COLLIERY SK 47/57 429746
SAINT JOHNS COLLIERY SK 47/57 433738
SEYMOUR COLLIERY SK 47/57 452739
SEYMOUR COLLIERY SHAFT FED BY SURFACE TUB ROAD SK 47/57 454751
SHEEPBRIDGE No1 COLLIERY & WORKS SK 36/37 372746
SHIREBROOK COLLIERY SK 46/56 53126682
SOUTHGATE COLLIERY SK 47/57 493760
SPEEDWELL COLLIERY SK 47/57 43707415
SPEIGHTHILL COLLIERY SK 36/37 378685
SPITAL IRONSTONE/COAL SHAFTS SK 36/37 396705 Several in this area.
SPITALWELL PITS SK 36/37 391710
SPRINGWELL COLLIERY SK 47/57 403767
STANFREE OLD COAL SHAFT SK 47/57 476735
STAVELEY LOWERGROUND COLLIERY SK 47/57 430746
STAVELEY UPPERGROUND COLLIERY SK 47/57 429723
STONEGRAVELS COLLIERY SK 36/37 383725
STORFORTH LANE COLLIERY SK 36/37 388694
STUBLEY COLLIERY SK 36/37 340787
SUMMERLEY COLLIERY SK 36/37 369780
SUTTON COLLIERY SK 46/56 436680

TAPTON/LOCKOFORD No1 COLLIERY SK 36/37 388730
TAPTON GROVE COLLIERY SK 47/57 40557245
TAPTON HALL COLLIERY SK 36/37 39747218
TEMPLE NORMANTON COLLIERY SK 46/56 421669
TINKERSICK COLLIERY SK 36/37 396731
TIBSHELF OLD PIT SK 46/56 443601
TOM LANE COLLIERY SK 47/57 436715
TROWNYMAIN COLLIERY SK 36/37 388794
TUPTON MOOR COAL PITS SK 36/37 392662
TURNOAK COLLIERY SK 36/37 378695

UNSTONE COLLIERY SK 36/37 378770
UNSTONE GRANGE COLLIERY SK 36/37 381777
UNSTONE MAIN SK COLLIERY 36/37 373776
UNSTONE SILKSTONE COLLIERY SK 36/37 37337715

VICTORIA COLLIERY SK 47/57 411745

North Derbyshire Collieries

WAGSTAFF'S PIT (HADY HILL FARM COLLIERY) SK 36/37 392709
WALLSEND COLLIERY SK 36/37 371724
WALLSEND COLLIERY SK 36/37 365730
WARSOP COLLIERY SK 46/56 547682
WASH HOUSE COLLIERY SK 36/37 35607025
WELBECK COLLIERY SK 46/56 578698
WESTFIELD COLLIERY SK 47/57 464771
WEST STAVELEY COLLIERY SK 36/37 398758
WEST(T)HORPE COLLIERY SK 47/57 454797
WESTWOOD COLLIERY SK 47/57 41557295
WHEELDON MILL COLLIERY SK36/37 39490 73560
(GAUNTS) WHEELDON MILL COLLIERY SK 36/37 39397 73316
WHITEBANK COLLIERY SK36/37 38746965
WHITCOTES COLLIERY SK 36/37 371697
WHITTINGTON COLLIERY, BROOM HOUSE SK 36/37 376751
WHITWELL COLLIERY SK 47/57 533758
WILLIAMTHORPE COLLIERY SK 46/56 427666
WOODHOUSE LANE COLLIERY SK 47/57 466762



Carbide Lamp. (ANB).

Use with Carbide and Water to produce Acetylene to burn to give light.
Used widely in lead mines and others with non explosive atmospheres.

North Derbyshire Collieries

Grid References for Brick Works and Yards.

Adelphi Brickworks SK 47/57 429714.
Allpits Brickyard SK 47/57409717.

Barlborough Colliery Brick and Tile Yard SK 47 57 486763.
Barlborough Common Brick and Tile Yard SK 47/57 471763.
Barlborough Speetley Quarry and Lime Kilns SK 47/57490773.
Barrow Hill Brickyard SK 47/57 423758.
Bathurst Brick & Tile (Palterton) SK 46/56 462694.
Beightonfield Clay Pits SK 47/57 460766.
Bolsover Colliery SK 47/57463710
Bonds Main Brickworks SK 46/56 420679.
Brockwell Brickworks SK 36/37 368717.
Brushes Colliery, Brick Kilns and Clay Pits SK 36/37 376755.

Calow Brickyard SK 47/57 414713.
Campbell Brickyard SK 47/57 413757.
Clay Cross Works SK 36/37 397642.

Dronfield Brick and Tile Works SK36/37 365784.
Dunston Brickworks SK 36/37 378741.

Eckington SK 47/57 43179.

Fallswold Colliery Kiln SK 36/37 355780.

Grassmoor Brickyard SK 46/56 412676.

Hepthorne Lane SK 46/56 404652.
Holinwood Colliery Brick and Tile Works SK 47/57 461774.
Holmes Place Brickyard SK 36/37 397738.
Holmewood Colliery Brickyard SK 46/56 435657.

Nab Wood Ganister Mine SK 36/37 334687.
New Byron (Bathurst Main) Brick and Tile Company. SK 46/56 463693.
New Bolsover SK 47/57 466702
New Whittington Brickworks SK 36/37 397752.
North Wingfield SK 46/56 415654.

Pottery Lane Brickworks SK 36/37 384733.
Pilsley Colliery Brickyard SK 46/56 426631.

Rod Knoll Mine SK 36/37 304700.

Shuttlewood SK 47/57 467730.
Sitwell Clay Mine SK 36/37 343677.
Slatepitdale Mine SK 36/37 348681.
Speedwell Colliery Brickworks SK 47/57 436744.
Stone Edge Clay Pit SK 36/37 343679.
Storforth Lane Brickworks SK 36/37 388694.

Tapton Lock Brickworks SK 36/37 387727.

Waspnest Brickworks SK 36/37 365713.
Wheeldon Mill Brickworks SK 36/37 394736

North Derbyshire Collieries



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T.P.Woods & Co. Almanac. Authors Collection & Chesterfield Public Library.
Chatsworth Records. Letters. Chatsworth.

The many Derbyshire Times reports are articleed in two books which record the local incidents from the Derbyshire Times and Derbyshire Courier from the middle of the 19th century to the middle of the 20th century, painstakingly researched and written by Mr. & Mrs. Jackson of the North Wingfield Local History Group.

You will find information on Mosborough and Mr. Wells and his family on www.mosborough.org.uk in an article called 'Reminiscences of Mosborough' 1886 by George Foster.
(Many Thanks Alan J Burke).