NATIONAL COAL BOARD

NORTH EAST AREA

EDEN COLLIERY

CONTENTS - BOOK I

CONTENTS - BOOK I (continued)

PLANS

CONTENTS - BOOK II

EARLY MINING IN NORTH - WEST DURHAM

Archaeological excavations of the Roman sites of Lanchester and Ebchester have revealed the presence of coal ashes and cinders. Coal was mixed with calcareous flooring in the baths at Lanchester, as well as appearing with cinders in the remains of the Roman smithy at Ebchester. It is thought that the Romans used coal in lime burning at Lanchester and at Ebchester the cinders were used in a smithy furnace or forge.

From about 1333 coal has been worked at Collierley (Dipton) by drifts along the side of the valley and at Pontop Pike. The name Collierley appears to come from collier - lea meaning coalminers land or pasture. Coal mining is mentioned at Pontop in 1578.

In 1602 mention is made of coal mines when Bertram Bulmer of Pontop sold a farm called Pontop with its houses, coal mines etc.

In 1611 coal was being worked at Iveston.

Dipton is shown on a map dated 1625 and it is said it owes its origin to the coal mining in the township of Collierley.

The principal seats of the coal trade in 1700 of the River Tyne above the bridge were the staiths at Team Gut, Dunston, Derwent Haugh, Stella, Bell's Close, and Lemington, where were delivered the coals of Pontop, Marley Hill, Tanfield Moor, Garesfield, Gibside, Axwell, Blaydon Main, Stella Grand Lease, Hedley Fell, Chopwell etc..

Wagonways had now been introduced and it is believed that a wagonway to Pontop was made in 1739 (see Top Brockwell Seam S1 plan for old wagon-ways etc.)

During the years 1700 - 1840 the High Main (E), Main (F), Yard (G) and Low Main and Top Brass Thill (JK1) Seams were worked extensively, the method of work being by forming ribs with bords 40 to 50 yards long and driven about 10 yard centres off the walls.

From 1740 many shafts were sunk to the upper seams including East Pontop Moor Shaft (1742), Old Delight Shaft (1748), Harelaw Shaft (1767), Bone Shaft (1767), Bog Shaft (1773), Pea Shaft (1782), Success Shaft (1787), North Shaft which was deepened to the Hutton Seam (L) in 1845 and used as a furnace shaft for the Delight Colliery (Dipton), the furnace being in the Hutton Seam (L). Other shafts in this period were Pontop Windsor Shaft (1790) sunk to the Hutton Seam (L) and used as a furnace shaft, Cresswell (Bankfoot) Shaft (1794) sunk to Bottom Brass Thill Seam (K2), and Kyo Staple Shaft (1798) sunk to the High Main Seam (E), and deepened in 1889 to the Low Main and Top Brass Thill Seam (JK1).

E D E N C O L L I E R Y

GENERAL INFORMATION

LOCATION

The Colliery is situated in North-West Durham between Leadgate and Annfield Plain.

SEAMS WORKED

County Name	Local Name	Abandoned	Section
High Main (E)	Shield Row	1927	C + B 6' 2"
Main (F)	Five Quarter	1950	C 5'10" B 1'9"
Yard (G)	Brass Thill	1950	C 6'6"
Low Main & Top Brass Thill (JK1)	Hutton	1980	C 2'10" 3'10" B 6" — 8" C 5'7" 2' 3"
Bottom Brass Thill(K2)	Little Coal	1965	C 1'5" — 2' 2"
Hutton (L)	Main Coal	1957	C 4'1"
Harvey (N)	Towneley	1976	C 6" B 2" — 8" C 1"5"
Busty (Q)	Busty	1980	C 1'11" B 7" — 5'0" C 2'5"
Brockwell (S2)	Brockwell	1964	C 1'8" — 2'5"

N.B. A short connecting roadway was driven through the Tilley Seam (P) north of Stonyheap Shaft between the Busty and Harvey Seams.

Parallel roads in the Three-Quarter Seam (R) were driven to connect the Brockwell Seam south of Stonyheap Shaft to 3rd West in Dipton Colliery Busty Seam. This connection was made in 1945.

SHAFTS AND DRIFTS

EDEN SHAFT - Situated near the Leadgate to Dipton road was sunk in 1850 to a depth of approximately 106 feet (Low Main and Top Brass Thill Seam(JK1)). Coal was first drawn in 1851.

In 1866 the shaft was deepened to the Busty Seam (Q) to a depth of 409' 3" being used for men, materials, coal and downcast ventilation. In 1956 skip winding was installed when the shaft was further deepened to a total depth of 412' 3". It was used still for men, materials, coal and downcast ventilation until, due to a re-organisation, it became disused and was filled in 1967. It is reputed that Eden Colliery commenced at the Black Pit in 1844, the position of which the writer has been unable to locate.

STONYHEAP SHAFT - Situated 1/3 mile south of East Castle was sunk in 1938 to a depth of 481 feet (Brockwell Seam S2).

This shaft was used for manriding and downcast ventilation until 1962 when, due to a re-organisation, it was changed to upcast ventilation as well as manriding and materials.

STONYHEAP FAN SHAFT - Situated near to Stonyheap Shaft was sunk in 1895 to a depth of 161'10" (Hutton Seam L). This shaft was used for upcast ventilation for the JK1, K2 and L Seams. It was filled in 1961.

IVES DRIFT - Situated about $\frac{1}{2}$ mile west of East Castle on the north side of the Leadgate to Annfield Plain road and into the High Main Seam (E) at the outcrop.

Co-ordinates of Drift Mouth E 414195 N 552324 approx.
Surface level of Drift Mouth 10884.

SHIELD ROW DRIFT - Situated about $\frac{1}{4}$ mile west of East Castle on the south side of the Leadgate to Annfield Plain road and into the High Main Seam (E) at the outcrop.

Co-ordinates of Drift Mouth E 414543 N 552070 approx.
Surface level of Drift Mouth 10835.

Both the above drifts had back drifts in close proximity.

CASTLE DRIFT - Situated midway between Eden Shaft and Stonyheap Shaft in the fields and into the Yard Seam (G) at the outcrop.

Main Haulage Drift into Yard Seam (G)

Co-ordinates of Drift Mouth E 414357 N551843 approx.
Surface level of Drift Mouth 10762.

Back Drift into Yard Seam (G)

Co-ordinates of Drift Mouth E414251 N551860 approx.
Surface level of Drift Mouth 10771.

(1) Furnace Drift

Co-ordinates of Drift Mouth E 414371 N551865 approx.

(2) Furnace Drift into Yard Seam (G)

Co-ordinates of Drift Mouth E 414437 N 551850 approx.

Furnace Shaft into Yard Seam (G)

Co-ordinates of Drift Mouth E 414394 N 551876 approx.

Drift near Brooms Church into Yard Seam (G)

Co-ordinates of Drift Mouth E413946 N552124 approx.

Drift near Railway into Main Seam (F)

Co-ordinates of Drift Mouth E 414042 N 552100 approx.

Billingside Drift dipping into Yard Seam (G)

Co-ordinates of Drift Mouth E 414123 N 552825 approx.

These drifts were put in to extract old ribs left from earlier workings probably late 18th and early 19th century. Various other Drifts and Dayholes are to be found round the outcrop.

MAIN COAL DRIFT - Situated midway between Eden Shaft and Stonyheap Shaft and dipping 1 in 5.5 into the Hutton Seam (L). Used for men, materials, downcast ventilation and coal by haulage from JK1, K2 and L seams until 1965 when, due to re-organisation, a conveyor was laid in the drift and all the coal was conveyed to surface hoppers from Low Main and Top Brass Thill JK1, Harvey N and Busty Q Seams.

Co-ordinates of Drift Mouth E414295 N 551769
Surface level of Drift Mouth 10743.

QUARRY DRIFT - Situated on north side of road and railway approximately ½ mile east of Leadgate and into the Low Main and Top Brass Thill Seam (JK1).

Co-ordinates of Drift Mouth E 412983 N 551881
Surface level of Drift Mouth 10834

OLD DRIFT - Situated near Stonyheap and drifting into Low Main and Top Brass Thill Seam (JK1) and probably a water level drift.

Co-ordinates of Drift Mouth E 414594 N 551217 approx.
Surface level of Drift Mouth

PIPE RANGE DRIFT - Situated 300 yards south of Stonyheap Shaft dipping 1 in 3.4 into Bottom Brass Thill Seam (K2) and used for pumping range from Stonyheap Shaft Brockwell Seam (S2) sump to Consett.

Co-ordinates of Drift Mouth E 414650 N 551303 approx.
Surface level of Drift Mouth 10618.

This drift was filled its full length with sand in 1968.

GREENFIELD DRIFT - Situated to east of Leadgate to Iveston road and into Hutton Seam (L).

Co-ordinates of Drift Mouth E 413087 N 551142 approx.

BROOMS DRIFT - Situated in the dene between Eden Shaft and Stonyheap Shaft to the west of Stonyheap Lane drifting into the Hutton Seam (L).

Co-ordinates of Drift Mouth E413921 N 551563 approx.

WATER LEVEL DRIFT - Situated in Brooms Dene.

Co-ordinates of Drift Mouth E 414013 N 551383 approx.

Brooms Drift and Water Level Drift worked the area of Hutton Seam (L) known as Brooms.

BROOMS DENE DRIFT - Situated to the west side of Stonyheap Lane between Eden Shaft and Stonyheap Shaft and into the Harvey Seam (N) dipping 1 in 3.

Co-ordinates of Drift Mouth E 413968 N 551554
Surface level of Drift Mouth 10636.

Used mainly for upcast ventilation for the Harvey Seam (N) prior to 1962 when the fan was removed and it was used as a downcast. In 1977 a forcing fan was put in to help hold back the 'stythe' while working the pillars in the Busty Seam (Q) near Eden Shaft. When the Busty Seam (Q) finished in 1980 a stopping was put in the drift 17 yards from the drift mouth and stowed from the surface to the stopping.

IVESTON SHAFT - Situated to the west of the road from Leadgate to Iveston and sunk in 1839 to a depth of 228 feet (9 feet below Busty Seam Q).

A small area of No. 1 Ironstone including Harvey Seam (N) as well as Busty Seam (Q) was worked by Iveston Colliery.

This shaft was filled in 1952.

Diameter 9' 0"
Co-ordinates E 413185 N 550802
Surface level 10739

The Busty Seam (Q) was extensively worked in the Consett and Leadgate areas from about 1839 through Blackhill Drift, Iveston Shaft, Mount Pleasant Shaft, Dickinson's (Elemore) Shaft, Stockerley Shaft and Bradley Shaft.

Bradley Shaft was used for a time as an upcast shaft for Eden Colliery in the Brockwell Seam (S2). This shaft was filled in 1966.

SUNNISIDE SHAFT - Situated near Sunniside Farm, Iveston was sunk in 1866 to a depth of 218' 7" (14 feet below Busty Seam Q). This shaft was used mainly for pumping and upcast ventilation and filled in 1952.

Diameter 11' 6"
Co-ordinates E 414763 N 550628 approx.
Surface level 10545

DRIFT - Situated near Burn House, Sunniside and into the Hutton Seam (L)

Co-ordinates of Drift Mouth E414643 N 550930 approx.
Surface level of Drift Mouth 10548

OWNERSHIP

Eden Colliery was owned by Consett Iron Company Ltd. prior to Nationalisation (1st January 1947).

SURFACE CURTILAGE

This was all freehold.

COAL CLEARANCE

Until 1964, when Eden Shaft ceased to draw coal, the output of Eden Colliery was taken by locomotive along the British Rail line to a central washery situated on the South side of the Consett to Leadgate road and called Crookhall Washery.

From 1964 to Colliery closure the output was collected in hoppers from the Main Coal Drift and transported by lorry to Morrison Busty Washery.

OPENCAST WORKINGS

1 BANTLING CASTLE (High Main Seam E)

This site was worked on the south side of the Brooms Road End to East Castle road in the vicinity of the Shield Row Drift in 1953 within old workings by the Opencast Executive.

2 BILLINGSIDE (Main and Yard Seams F and G)

This site was worked round the outcrop near Brooms Church on both sides of the Leadgate to Dipton road in 1953 within ancient workings by the Opencast Executive.

3 LOW BROOMS AND EXTENSION LEADGATE AND DROVERS (Low Main J, Bradd Thill K1, Brass Thill K2, Hutton L)

This site was worked (a) to north of railway between Leadgate and Eden Shaft, and (b) to east side of road from Leadgate to Iveston between 1956 - 1960 within old workings by the Opencast Executive.

4 LEADGATE (STOCKERLEY BURN) (Harvey Seam N)

This site was worked on the west side of the Leadgate to Iveston Road in 1975 - 77 by a private company.

5 IVESTON (Low Main and Top Brass Thill JK1, Hutton L)

This site was worked on both the north and south side of Iveston village in 1954 within old workings by the Opencast Executive.

SHAFTS (1)

EDEN SHAFT :-

National Grid Co-ordinates E 413425 N 552041
Sunk 1844 to 140', deepened 1866 to 409', deepened 1956 to 412' 3".
Diam. 11' 3".
Surface level 834.68 A.O.D.

SEAMS INTERSECTED :-

Low Main and Top Brass Thill JK1	at 103' 1"
Bottom Brass Thill K2	at 108' 6"
Hutton L	at 138' 7"
Harvey N	at 288'11"
Tilley P	at 341' 5"
Busty Q	at 390' 7"

INSETS :-

Low Main and Top Brass Thill JK1	at 106' 0"
Hutton L	at 140' 3"
Busty Q	at 387'10"
Total Depth	412' 3"

LINING :-

Shaft Lumps	from surface to 53' 0"
Natural Stone	from 53' 0" to 90' 0"
Brickwork	from 90' 0" to 107' 0"
Shaft Lumps	from 107' 0" to 126' 0"
Cast Iron Tubbing	from 126' 0" to 128' 0"
Brickwork	from 128' 0" to 140' 0"
Cast Iron Tubbing	from 140' 0" to 167' 0"
Natural Stone	from 167' 0" to 247' 0"
Shaft Lumps	from 247' 0" to 262' 0"
Natural Stone	from 262' 0" to 269' 0"
Shaft Lumps	from 269' 0" to 274' 0"
Natural Stone	from 274' 0" to 281' 0"
Shaft Lumps	from 281' 0" to 297' 0"
Natural Stone	from 297' 0" to 302' 0"
Shaft Lumps	from 302' 0" to 310' 0"
Natural Stone	from 310' 0" to 337' 0"
Shaft Lumps	from 337' 0" to 358' 0"
Natural Stone	from 358' 0" to 375' 0"
Brickwork	from 375' 0" to 388' 0"
Natural Stone	from 388' 0" to 412' 3"

SHAFTS (2)

STONYHEAP SHAFT :-

National Grid Co-ordinates E 414706 N 551498

Sunk 1938

Diam. 13' 0".

Surface level 655.07 A.O.D.

SEAMS INTERSECTED :-

Low Main and Top Brass Thill JK1	at 100'3½"
Bottom Brass Thill K2	at 105'0½"
Hutton L	at 143' 8"
Harvey N	at 281'7½"
Tilley P	at 320' 0"
Busty Q1	at 367' 7"
Busty Q2	at 376' 1"
Three Quarter R	at 418'3½"
Top Brockwell S1	at 450'2½"
Bottom Brockwell S2	at 464'2½"

INSETS :-

Hutton L	at 143' 8"
Harvey N	at 283'10½"
Busty Q	at 376' 1"
Brockwell S2	at 469' 0"
TOTAL DEPTH	481' 0"

LINING :-

Concrete	from surface to 10' 6"
Shaft lumps	from 10' 6" to 481' 0"

SHAFTS (3)

MAIN COAL SHAFT (STONYHEAP) :-

National Grid Co-ordinates E 414699 N 551517

Sunk 1895

Diam. 9' 0"

Surface level 671 A.O.D.

SEAMS INTERSECTED :-

Low Main and Top Brass Thill JK1	at 118'5½"
Bottom Brass Thill K2	at 123'11"
Hutton L	at 161'10"

INSETS :-

Hutton L	at 161'10"
Total Depth	161'10"

SHAFTS (4)

SUNNISIDE SHAFT

National Grid Co-ordinates E 414762 N 550628

Sunk 1866

Diam. 11' 6"

Surface level 545.0 A.O.D.

SEAMS INTERSECTED :-

Harvey N	at 105' 2"
Busty Q1	at 190'10"
Busty Q2	at 203' 0"

INSETS :-

Busty Q2	at 203' 0"
Total Depth	218' 7"

LINING :-

Cast Iron Tubbing	From surface to 108' 0"
Natural Stone	from 108' 0" to 218' 0"

SEAMS WORKED AT EDEN COLLIERY

HIGH MAIN (E)

Average Sections:-

As Worked		Full Section	
Coal	2' 6"	Coal	2' 6"
Band	3"	Band	3"
Coal	7"	Coal	7"
Band	4"	Band	4"
Coal	8"	Coal	8"
		Band	1' 0"
		Coal	10"

Production :-

Commenced prior to 1900. Ceased 1927.

Type of Work :-

Bord and Pillar. Pillar extraction.

General Information :-

This was a small area of coal worked to drifts known as Shield Row Drift and St. Ives the coal worked being between a 42 feet fault on the east side and to the outcrop to the west. The north and south sides were stopped short of the outcrop due to highways.

MAIN (F) AND YARD (G)

Average Section :-

Coal 70"
Band 19"
Coal 78"

Production:-

Commenced prior to 1850. Ceased 1950.

Type of Work :-

Bord and Pillar. Pillar Extraction.

General :-

It is believed these seams were first worked from the early part of the 18th century, firstly from drifts round the northern outcrop, then from a series of shafts extending over Pontop Pike area to Dipton. Drifts known as Castle Drifts between Eden and Stonyheap Shafts were put in by Eden Colliery to extract the ancient pillars and ribs left - 'dillies' or short drifts connected the seams where the band thickened. Eden Colliery abandoned these seams in 1950. The northern part of the 'take' was transferred and worked similarly by South Medomsley Colliery from Foster's Drift between 1951 to abandonment in 1957. Wet conditions were always experienced in working this seam due to its shallowness from the surface.

LOW MAIN AND TOP BRASS THILL (JK1)

Average Section :-

Coal	46")		Coal	35")	
Band	8")	Eden Shaft	Band	8½")	Stonyheap Shaft
Coal	27")		Coal	47½")	
			Coal & Band	15½")	

Production :-

Commenced prior to 1800. Ceased 1980.

Type of Work :-

Bord and Pillar. Ribs. Bord and Pillar and Rib extraction.

General Information :-

This seam was worked from the early part of the 18th century from drifts on the northern outcrop and from a series of shafts stretching over Pontop Pike area to Dipton. Second workings took place from Eden Shaft from about 1910 and also from the Main Coal Drift which was driven between the surface and the Hutton Seam (L) and situated midway between Eden and Stonyheap Shafts. Work also took place from a drift near Sunniside. This system of extracting old ribs and pillars continued until the final closure of the Colliery on July 17th 1980, the last 6 months of the Colliery's life being the working of old pillars near Stonyheap Shaft.

This seam was always wet for working in - being fed from the outcrop with surface water. Pumping stations were maintained for many years in the district that was finally worked and water was pumped up boreholes to the surface and into a burn which flowed past Stonyheap Shaft. In 1965 boreholes were put down to the Harvey Seam (N) and the water conducted by further boreholes to the Busty Seam (Q). Pumping to the surface ceased then but was introduced again in 1972 to supply water into surface tanks for underground firefighting. At closure this was unnecessary and ceased allowing the make of water to flow to boreholes and ponds in Dipton and Stonyheap areas.

This seam had been abandoned by Eden Colliery in 1963 and re-opened in 1977 and finally closed in 1980.

When the drift from surface to Hutton Seam (L) (Main Coal Drift) was driven the coals were drawn by tubs up this drift and by tramway to Eden Shaft.

BOTTOM BRASS THILL (K2)

Average Section :-

Coal 6"
Band 1"
Coal 17"

Production :-

Commenced prior to 1900. Ceased 1965.

Type of Work :-

Bord and Pillar. Pillar extraction. Longwall Conveyor (Pneumatic Picks). Rib and Stall. Gateways.

General Information :-

Lying between 3 and 12 feet below the Low Main and Top Brass Thill Seam (JK1), the Bottom Brass Thill Seam (K2) has been worked by drifts or 'dillies' from that seam. The coal was drawn at Eden Shaft via the Low Main and Top Brass Thill Seam (JK1) until the Main Coal Drift was driven from the surface to the Hutton Seam (L). Following the driving of the drift, the Bottom Brass Thill Seam (K2) was then drawn via the drift and surface tramway to Eden Shaft. In 1961 a connection was made to the South Medomsley Colliery workings and the coals from that area in South Medomsley Colliery were drawn by Main and Tail haulage via drift and surface tramway to Eden Shaft.

Roof conditions were generally poor due to the proximity of the Low Main and Top Brass Thill Seam (JK1).

In 1965, following excessive wet weather, the pumps were unable to cope with the water and the workings at that time were flooded out. The seam was then abandoned.

Boreholes were put down to the Harvey Seam (N) to allow no further build up of water.

HUTTON SEAM (L)

Average Section :-

Coal	41") Eden Shaft		Coal	54") Stonyheap Shaft	
Coarse Coal	8")		Coal & Band	18")	

Production :-

Commenced 1851. Ceased 1957.

Type of Work :-

Bord and Pillar. Pillar extraction.

General Information :-

This seam commenced working at Eden Shaft in 1851 although it is believed an area around the south-west outcrop was worked to drifts, particularly Brooms Drift, perhaps earlier than this.

It was a generally wet seam but was mainly dewatered at the eastern end adjacent to Dipton workings by boreholes that were put down from the Bottom Brass Thill Seam (K2) to the Harvey Seam (N) in 1965 - perforated casing being put in the boreholes at the Hutton Seam (L) horizon.

The extraction of pillars took place until 1957 when the seam was abandoned. In 1964 the seam was re-opened to drive a short roadway near Stonyheap Shaft and abandoned again in that year.

HARVEY (N)

Average Section :-

Coal 26" Eden Shaft

Coal 7½"
Band 3½"
Coal 20" Stonyheap Shaft

Production :-

Commenced 1930. Ceased May 1976.

Type of Work :-

Bord and Pillar, pillar extraction.
Conveyor Longwall (Pneumatic picks - hand filled)
Conveyor Longwall (Coal Cutters - hand filled)
Multi-jib, Anbauhobel Plough, Drum Shearer.

General Information :-

Production commenced in 1930 when connecting drifts were driven from the Busty Seam (Q) and the coal hauled by Main and Tail haulage to the Eden Shaft bottom in the Busty Seam (Q). In 1964 a re-organisation took place when the Harvey Seam (N) was connected by drift to the Low Main and Top Brass Thill Seam (JK1) and the seam was stopped except for the coal east of Stonyheap Shaft. After this change the underground haulage system for coalwork was by conveyor to the surface via the Main Coal Drift.

All workings in this seam were affected by water from water bearing strata above.

Surface boreholes north west of Eden Shaft encountered old workings on the Harvey Seam (N) horizon of which there is no plan record. Workings from the Eden Colliery made no contact with these old workings.

Contact was made on the western edge of the 'take' near Iveston Shaft in 1956 with old workings which were presumed to have been worked in conjuction with the No. 1 Ironstone which lies immediately above the Harvey Seam (N). These workings were from Iveston Shaft which was sunk in 1839.

BUSTY Q1 AND Q2 (see plans)

Average Section :-

Coal	23")		Coal	15")	
Band	7")	Eden Shaft	Band	69")	Stonyheap Shaft
Coal	29")		Coal	33")	

Production :-

Commenced prior to 1900. Ceased 1980.

Type of Work :-

Bord and Pillar. Pillar Extraction.
Conveyor Longwall (Bottom Seam Only).

General Information :-

The coal from this seam was drawn by tubs at the Eden Shaft until abandoned in 1960. The seam was re-opened in 1976 and engine plane pillars on the south-east crosscut, Eden Shaft support area and 3rd South district were extracted by the longwall conveyor system and drawn by conveyor via the Harvey Seam (N), Low Main and Top Brass Thill Seam (JK1), Hutton Seam (L) and surface Main Coal Drift to hoppers.

This seam was comparatively dry, but water found in the seam was conducted by borehole to the Brockwell Seam (S2).

It is difficult to distinguish the exact limit of Eden Colliery workings to the south and west believed to have been worked prior to 1913 by Iveston Colliery.

The seam was worked as double section to just south of Stonyheap Shaft where the band between the two sections thickens and the Top Busty Seam (Q1) thins. In the area through the 42 feet east dipping fault only the Bottom Busty (Q2) was worked.

An area of pillars around Sunniside Shaft were transferred to the Woodside Drift private mine in 1975 being unaccessible from the Eden Colliery and production finally ceased at Eden Colliery in 1980 due to virtual exhaustion.

BROCKWELL (S2)

Average Section :-

Coal 26"

Production :-

Commenced 1921. Ceased 1964.

Type of Work :-

Bord and Pillar. Pillar extraction.
Longwall Conveyor.
Tension Chain Scraper (Both Longwall and Pillar extraction).
Reisshakenhobel Plough.

General Information :-

All the Brockwell Seam (S2) coal was drawn at the Eden Shaft, Busty Seam (Q) inset, the two seams being interconnected with several drifts. The coal was hauled by Main and Tail haulage from various inbye landings.

Connections were made via a drift to Derwent Colliery Three-Quarter Seam (R) in the 1930's and into the South Medomsley Brockwell Seam (S2) in 1956.

This seam was comparatively dry, there being no working problems due to water. The main pumping station for the Colliery was near the Stonyheap Shaft, the water collecting there through boreholes from other seams.

Pumping to the surface from the Stonyheap Pumping Station ceased in February 1967 when the pumps were withdrawn and the Brockwell Seam (S2) allowed to fill with water. This rose to a level of 10,226 as measured in Stonyheap Shaft and presumed at this level to flow into South Medomsley Colliery workings.

Production ceased in 1964 due to a re-organisation and the abandonment of Eden Shaft.

IRONSTONE WORKINGS

Ironstone was first mined in the Consett district in the late 17th century by the German sword makers of Shotley Bridge. They worked the German bands which lie about 25 feet below the Brockwell Seam (S2).

In 1839 ironstone was found on the escarpment between Consett and Number One and the Derwent Iron Company was formed in 1840. Consett Iron Works had started in 1837 and in 1859 and amalgamation took place between the Derwent Iron Company and Consett Iron Works called the Derwent and Consett Iron Company Ltd.. Through financial difficulties it was sold in 1864 to form the Consett Iron Company Ltd..

Ironstone was worked quite extensively from two horizons. The Ten Band Ironstone lies about 30 feet above the Harvey Seam (N) and was worked under Consett, Number One, Villa Real and Bradley. The Number One Ironstone was worked in places with the Harvey Seam (N) under much of Consett, Watling Street, Leadgate and at Iveston. Ironstone was also worked at the G/H1 horizon between Stonyheap Shaft and Eden Main Coal Drift and at Billingside before 1849.

The yield of ironstone was only about 10%.

It is believed that the local ironstone ceased to be worked in 1872 for in that year Consett Iron Company along with other companies bought hematite from mines in Bilboa, Spain.

IVESTON - HUTTON SEAM (L)

This coal, being an outlier, was worked to a variety of drifts around the outcrop, some by private companies.

It appears that the coal was worked by four different concerns over a very long period.

1. Records indicate that coal was worked at Iveston from as early as 1611. The Colliery is mentioned in the court rolls of 1611 when a project was formed for sinking a 'cole pit' to which all the villagers were expected to contribute. There were one or two who objected whereupon the jurors agreed that "Whosoever refuseth to contribute to the sinking of ye pitt shall have no part in ye coles gotten there." A shaft was sunk in 1621. A shaft 84 feet deep is shown on the plans in the middle of Iveston Village as sunk for Old Villagers Workings and a drift (still issuing water 1980) at the eastern end of the village went into these workings. The Old Villagers Workings seemed mainly to extend under the length of the village houses and road.

   Shaft: E 413915 N 550375 approx. Drift: E414175 N 550480.

2. An area was worked at the western end of the village and to the south of the road from a drift - Iveston Drift or Neasham's Drift - and finished working in 1929.

   Drift: E 413575 N 550325 approx. Surface level of Drift Mouth 10748.

3. The south-eastern area of coal was worked to a drift (No. 3 Drift) which came out near Woodside bank and was abandoned in 1939:

   Drift: E413687 N 549960 approx. Surface level of Drift Mouth 10738.

4. Iveston No. 2 Drift belonging to Lanchester and Iveston Coal Company Ltd. worked the coal to the north west of the area - the drift being on the south side of the road from the New Inn. This area was abandoned in 1953.

   Drift: E413570 N 550330 approx. Surface level of Drift Mouth 10751.

PONT WATER LEVEL (See Low Main Seam J for route)

This water level was driven 1746 to 1796, its function being to drain the workings of John Bowes and Partners, through whose royalty it ran. It also received water from Lambton, Hetton and Joicey Collieries in the Willie Pit area.

The level commenced wouth of the Willie Pit and just east of the Cresswell Shafts, Annfield Plain and flowed north passing Kyo Staple Shaft, Brack Shaft, Pea Shaft, Oval Shaft, Bone Shaft, Surtees Shafts, Jacob Shaft, coming to the surface in Dipton Burn about 1 mile north of the Main Dipton highway.

The totel length of the level is about $2\frac{3}{4}$ miles. The dimensions vary considerably but in places are as low as 3 feet high and 18 inches wide.

The flow is slow (except at the outlet), the gradient being as low as 1 in 290 in some places.

The level starts in the Low Main Seam (J) near the Cresswell Shafts, is in the Bottom Brass Thill Seam (K2) at Kyo Staple Shaft, is in the Hutton Seam (L) near the Bone Shaft and is below the Hutton Seam (L) at the outlet.

Access to the level was by the drift mouth outlet and various shafts and staples en-route.

The maintenance of the level had been shared by interested parties until 1943 when Consett Iron Company Ltd. took over the Dipton and Pontop Collieries from John Bowes and Partners.

The condition of the level had deteriorated over the years and during the 1950's only a portion at the north end which was maintained from South Medomsley Colliery and a portion at the south end maintained by Eden Colliery, was travellable.

The original feeders at the source of the level came from two boreholes from the Main (F) and Yard (G) seams down to the Low Main seam (J).

Feeders also came from the Willie Shaft workings and Kyo Staple Shaft, further north feeders were from the Pea Shaft, Oval Shaft and Dipton Shaft workings.

During the 1950's and to the end of the use of the level, water was pumped from Pontop Shaft Bottom (Busty Seam Q2) up to the Hutton Seam (L) and by gravity into the level. At South Medomsley Colliery water was pumped from the Hutton Seam (L) workings into the level.

The maximum flow at the outlet in the winter months could reach 2,000 gallons per minute.

The route of the level had been supported by agreements until it became of no great use and South Medomsley Colliery worked within the support system and destroyed its value altogether. Maintaining the level from the Pontop Colliery end became uneconomical and the level was dispensed with in 1958.

The outlet still has a flow of between 50 - 100 gallons per minute.

PUMPING ARRANGEMENTS TO CONSETT (see High Main E plan)

Water for use by the Consett Iron Company Ltd. and supplied to a reservoir adjacent to the Consett - Castleside Road was pumped from 4 sources over a great number of years.

1 Medomsley Colliery - from underground pumps at the Isabella Shaft Brockwell Seam (S2) the route of the pipe range being along the Colliery railway to Villa Real and thence to the railway crossing at Delves Lane.

2 Sunniside Shaft - from underground pumps in the Busty Seam (Q), the route being over the fields to join the Medomsley range at Delves Lane crossing. It is believed this was being used prior to 1894.

3 Crookhall Colliery - pumping from a sump in the Brockwell Seam (S2) at the Stockerley Shaft, the route of the pipe range being over the fields to join the Sunniside range near Crookhall.

4 Eden Colliery - after Stonyheap Shaft was sunk in 1938 a pumping station was formed in the Brockwell Seam (S2) and the route of the range was over the fields to join the Sunniside range near the old Iveston Shaft.

Water was also supplied to Bradley Shops, Crookhall Washery and various farm troughs by these pumping arrangements.

Pumping finally ceased in 1967.

UNDERGROUND WATER AND PUMPING

Eden Colliery

Prior to the sinking of Stonyheap Shaft the lower seams water (Harvey (N), Busty (Q) and Brockwell(S2)) was conducted to Sunniside Shaft in the Busty Seam (Q) where it was pumped to Consett Iron Works. The main pumping station was near the Stonyheap Shaft in the Brockwell Seam (S2) after the sinking of that shaft in 1938. In February 1967 the pumps were withdrawn from the Stonyheap pumping station and water was allowed to flood the Brockwell Seam (S2) workings. A pump was established in the Stonyheap Shaft with the intention of keeping the water level below 10,240. It was expected that at 10,220 approximately the water would find its way into South Medomsley Colliery workings in the Brockwell Seam (S2). This level was reached after 18 months and has been maintained ever since.

Pump houses in the Low Main and Top Brass Thill Seam (JK1) dealt with water in the upper seams (above Harvey (N)). This water was pumped to the surface via three boreholes into a stream north of Stonyheap Shaft. A borehole from Hutton Seam (L) to Brockwell Seam (S2) allowed this water to be pumped also to the Stonyheap Standage. Boreholes from Low Main and Top Brass Thill Seam (JK1) to Harvey Seam (N) and thence to Busty Seam (Q) dispensed with most of the pumping in the upper seams in 1965, the water gravitating to the Dipton Busty Seam (Q) workings.

South Medomsley Colliery

Collierley Drift workings in the Low Main and Top Brass Thill Seam (JK1), Bottom Brass Thill Seam (K2) and Hutton Seam (L) used the Pont Water Level as an outlet. The Busty Seam (Q), Three-Quarter Seam (R) and Brockwell Seam (S2) were controlled from pumps at the Mary Shaft which delivered water to a stream at the surface via the Hutton Seam (L) and drift into Ramshaw Burn. When the pumps were withdrawn at the Mary Shaft (Dec. 1959) the water was allowed to build up in the Brockwell Seam (S2) where at a level of 10,170 it was believed to flow via a drift into the Three-Quarter Seam (R) and thence build up in that seam to a level of 10,146 where it would flow via a drift into the Busty Seam (Q1).

Dipton Colliery

The upper seams worked in Dipton, East Pontop, South Derwent and South Pontop Collieries were originally dewatered by the Pont Water Level but when it ceased to function properly the water collected in the Busty Seam (Q).

Dipton Colliery Busty (Q) and Brockwell (S2) Seams were dewatered by means of pumping to Pontop Shaft standage in the Busty Seam (Q2). From Pontop Standage, water was pumped up the shaft and gravitated into the Pont Water Level via the Hutton Seam (L). In 1964 all pumping ceased at Dipton allowing the water to rise and overflow into South Medomsley workings and thence to Hamsterley John Shaft.

Crookhall Colliery.

Victory Pit (north side) workings water gravitated to Medomsley Colliery.

Victory Pit (south side) was drained to Stockerley Shaft and pumped to Consett Iron Company.

Woodside Drift water was pumped to Stockerley Shaft. At the closure of Woodside Drift by the N.C.B. and the removal of pumps two sets of dams were built in the Brockwell Seam (S2) to control the water build up.

Water measurement in Borehole XV111 NE No. 110 (6/8/80) is 391 feet A.O.D.

BUILD UP OF WATER RELATED TO HAMSTERLEY, SOUTH MEDOMSLEY, DIPTON, PONTOP AND EDEN

Water from the Busty (Q), Three-Quarter (R) and Brockwell (S2) Seam workings in the Crookhall (North Side), Medomsley, Derwent and Hamsterley Mines gravitated to the North East side of the Hamsterley 'take' and was pumped to the Surface at the Hamsterley John Shaft, with the exception of approximately 115 gpm which was pumped to the surface at the Medomsley Isabella Shaft.

Dipton and Pontop areas were controlled by pumps at Dipton Shaft and dams in the south area with pipes feeding to Pontop Shaft standage. This water was pumped up Pontop Shaft and gravitated into the Pont Water Level. In 1959 the inbye pumps were withdrawn and a level of 10110 maintained east of Pontop Shaft.

In December 1959 pumping ceased at South Medomsley Mary Shaft allowing the water to rise in that 'take' to 10170 in the Brockwell (S2) Seam from where it would flow into the Three-Quarter (R) Seam via a drift. As it continued to build up it would flow into the Busty (Q) Seam via a drift at a level of 10146. Through a restricted connection this water was expected to feed into the Dipton Busty (Q) Seam workings north of Dipton Shaft.

In May 1961 the Pontop Shaft bottom pump ceased pumping up to the Pont Water Level and instead pumped to Stonyheap Shaft standage (440 gpm). At this time Stonyheap pumps were delivering 700 gpm to waste.

In March 1963 pumping ceased at the Hamsterley John Shaft and the water allowed to build up until it overflowed at the John Shaft top (10163) into the River Derwent. By July 1963 the John Shaft overflowed with a feeder of approximately 400 gpm.

In May 1964 the pump in Pontop was withdrawn and the water allowed to rise (estimated feeder 250 gpm).

It was hoped that when the South Medomsley/Dipton/Pontop water reached a level of 10180 it would flow to Hamsterley and gravitate to the surface at the John Shaft.

The quantity of water pumped at the Medomsley Isabella Shaft was reduced to 50 gpm in August 1965 allowing an additional flow of 65 gpm to Hamsterley John Shaft.

By August 1965 the South Medomsley/Dipton water had reached a level of 10180 and continued to rise indicating it had not commenced to flow to Hamsterley, or the flow was restricted.

Pumping ceased at Medomsley Isabella Shaft in November 1965 causing an additional feeder of 50 gpm to flow to the John Shaft.

Boreholes put down in 1965 commenced to deliver water from the Low Main and Top Brass Thill (JK1), Bottom Brass Thill (K2) and Hutton (L) Seams at Eden Colliery into Dipton Busty (Q) Seam - the estimated feeder being 400 gpm. By this time the feeder at Hamsterley John Shaft was 1,000 gpm, which by March 1966 had increased to about 3,000 gpm levelling down in the summer months to about 1,500 gpm.

In February 1967 pumping ceased at Stonyheap Shaft allowing the water to rise and flood the Brockwell (S2) Seam workings - the estimated feeder being 600 g.p.m. This water would either flow into South Medomsley Colliery Brockwell (S2) Seam at 10220 or Dipton Colliery Busty (Q) Seam at 10240.

At a level of 10223 in November 1968 the water stopped rising in Stonyheap Shaft confirming the connection into South Medomsley.

In May 1969 an excessive amount of water was recorded at Hamsterley John Shaft (approximately 4,000 g.p.m.) but within 2 to 3 months the flow had steadied to about half that amount.

Pontop Shaft was filled on 7 November 1970 with the final water level recorded at 10223.

Surtees Shaft was filled on 10 June 1974 with the final water level recorded at 10200.

CROOKHALL COLLIERY - VICTORY PIT

LOCATION

Victory Pit was situated bwtween Consett and Delves Lane and owned by Consett Iron Company Ltd. prior to Nationalisation.

SEAMS WORKED

County Name	Local Name	Abandoned	Section
Busty (Q)	Busty	1951	C 1' 6" B 1'0" C 2' 5"
Three-Quarter (R)	Three-Quarter	1960	C 1' 8"
Brockwell (S2)	Brockwell	1961	C 2' 0"

SHAFTS AND DRIFTS

DELVES SHAFT (or Latter Day Saint Shaft)

Diameter 10' 0"
Co-ordinates E 411287 N 550326
Surface Level 10865

Sunk in 1847 to a depth of 222 feet (Brockwell Seam S2) and used for coal drawing. This shaft ceased working in 1913 and recommenced in 1921. In 1922 Delves Shaft was replaced by Victory Shaft and became an upcast. The shaft was filled in December 1961.

VICTORY SHAFT

Diameter 13' 0"
Co-ordinates E 411268 N 550332
Surface Level 10864

Sunk in 1921 to a depth of 226 feet (Brockwell Seam S2) and used for coal drawing, men, materials and downcast ventilation. Coal drawing commenced 20 March 1922. The shaft was filled in December 1961.

STOCKERLEY SHAFT (Winding)

Diameter 10' 0"
Co-ordinates E 413534 N 548734
Surface Level 10555

Sunk in 1899 to a depth of 89' 7" (Brockwell Seam S2) and ceased as a working shaft in 1910.

STOCKERLEY SHAFT (pumping)

Diameter 7' 0"
Co-ordinates E 413853 N 548767
Surface Level 10475

Sunk in 1906 to a depth of 16' 6" (Brockwell Seam S2) and used as a sump for pumping water to Consett Steel works.

FELL SHAFT

Co-ordinates E 410427 N 549840

Sunk to a depth of 112 feet (Brockwell Seam S2) with Busty Seam (Q) at 19 feet.

BLACKHILL DRIFT

Surface to Three-Quarter Seam (R) at outcrop.
Co-ordinates of Drift Mouth E 410365 N 551319
Surface Level at Drift Mouth 10755

Blackhill Colliery commenced 1840. Blackhill Drift ceased working 10 September 1910.

KNITSLEY DRIFT

Surface to Brockwell Seam (S2) at outcrop.
Co-ordinates of Drift Mouth E 412243 N 548808
Surface level at Drift Mouth 10644.

Used for trevelling only.

FELL DRIFT

Surface to Busty Seam (Q)
Co-ordinates of Drift Mouth
Surface level of Drift Mouth 10839

BOGLE HOLE DRIFT

Surface to Brockwell Seam (S2) dipping 1 in 6.
Co-ordinates of Drift Mouth E 412805 N 550369
Surface Level of Drift Mouth 10652

Used for travelling and downcast ventilation. Two more drifts at Bogle Hole went into the Busty Seam (Q) for travelling and downcast ventilation purposes.

VILLA REAL FAN DRIFT

Surface to Brockwell Seam (S2) dipping 1 in 1.
Co-ordinates of Drift Mouth E 412028 N 551504
Surface Level of Drift Mouth 10840

This drift was started December 1958 and finished May 1959.

Various other shaft and drifts were sunk and driven of which the information is mainly unknown.

cont'd.....

WATER

Water from the north end of the 'take' drained into Medomsley Colliery and from the south end into Stockerley Shaft for pumping to Consett Works.

Delves Shaft -	Seam	Depth from Surface
	Busty(Q1)	116' 11"
	Busty(Q2)	119' 2"
	Three-Quarter (R)	171' 8"
	Brockwell (S2)	221' 10"

COAL CLEARANCE

Crookhall (Victory, Woodside, Humber Hill) output was taken from a collecting point near Victory Shaft to Crookhall Washery.

CROOKHALL COLLIERY - WOODSIDE

LOCATION

Woodside is situated between Delves Lane and Lanchester.

SEAMS WORKED

County Name	Local Name	Abandoned	Section
Harvey N	Towneley	1964	C 2' 3"
Busty Q1	Top Busty	1960	C 1' 6"
Busty Q2	Bottom Busty	1960	C 2' 4"
Brockwell S2	Brockwell	1964	C 2' 3"

SHAFTS AND DRIFTS

BUSTY HAULAGE DRIFT

Surface to Three-Quarter Seam (R)
Co-ordinates of Drift Mouth E 413801 N 548975
Surface Level of Drift Mouth 10480

Used for working Busty (Q1), Busty (Q2) and Harvey (N) Seams. From drift mouth about 100 yards in Three-Quarter (R) Seam then a rise drift of 1 in 12 into the Busty (Q) Seam.

BROCKWELL HAULAGE DRIFT

Surface to Brockwell Seam (S2) Dipping 1 in 8.
Co-ordinates of Drift Mouth E 413808 N 548967
Surface Level of Drift Mouth 10480

BROCKWELL TRAVELLING DRIFT

Surface to Brockwell Seam (S2) Dipping 1 in 2¼.
Surface Level of Drift Mouth 10476

FAN SHAFT

Diameter - into 1 in 1 drift
Co-ordinates E413746 N 548980

Sunk 14 feet to top of 1 in 1 drift to Brockwell Seam (S2).

ESP GREEN TRAVELLING DRIFT

Surface to Busty Seam (Q2) 1 in 3.
Co-ordinates of Drift Mouth E 414842 N 549795
Surface Level of Drift Mouth 10463

Used for travelling to the Harvey (N), Busty (Q1 & Q2) and Brockwell (S2) Seams.

ESP GREEN FAN DRIFT

Surface to Busty (Q2) Seam dipping 1 in 1.
Co-ordinates of Drift Mouth E 414805 N 549855
Surface Level of Drift Mouth 10471.

GARDEN DRIFT

Surface to Busty (Q2) Seam
Co-ordinates of Drift Mouth E 413296 N 549914
Surface Level of Drift Mouth 10565

Used as a water level drift discharging water into Stockerley Burn.

WATER

The Busty (Q2) Seam was comparatively dry. Pumping prior to closure by the N.C.B. was at two major pumping stations in the Brockwell Seam (S2). One pumped to the surface and the water was collected at Stockerley Pumping Shaft and the other farther east pumped up borehole XVIII NE No. 110 and into Newhouse Burn near Esp Green drifts. Dams were built at 2 points in the Brockwell Seam (S2) (see Brockwell Seam (S2) plan).

TRANSPORT

Coal was hauled from Woodside Drifts over a surface tramway to a collecting point at Hurbuck Cottages and then to Victory Shaft surface (see Top Brockwell (S1) plan).

Woodside was closed in 1964 by the N.C.B. and taken over as a licenced mine by the Crookhall Coal Company.

CROOKHALL COLLIERY - HUMBER HILL DRIFTS

LOCATION

Humber Hill is situated about 1½ miles west of Lanchester.

SEAMS WORKED

County Name	Local Name	Abandoned	Average Section
Harvey N	Towneley	1950	C 0' 5" B 0' 5" C 1' 3"
Busty Q2	Bottom Busty	1951	C 2'3" - 5'1"
Three-Quarter R	Three-Quarter	1959	C 2' 2"
Brockwell S2	Brockwell	1960	C 0' 8" B 0' 7" C 2' 2"

DRIFTS

BROCKWELL HAULAGE DRIFT

Surface to Brockwell Seam (S2)
Co-ordinates of Drift Mouth E413797 N 547406
Surface Level of Drift Mouth 10597

BROCKWELL TRAVELLING DRIFT

Surface to Brockwell Seam (S2) 1 in 16.
Co-ordinates of Drift Mouth E 413843 N 547338
Surface Level of Drift Mouth 10614

Fan Drift dipping 1 in 2.2 into Brockwell Seam (S2)

DUNLEYFORD HAULAGE DRIFT

Surface to Brockwell Seam (S2)
Co-ordinates of Drift Mouth E 413993 N 547792

BUSTY HAULAGE DRIFT

Surface to Busty Seam (Q2)
Co-ordinates of Drift Mouth E 414000 N 546900

THREE-QUARTER DRIFT

Surface to Three-Quarter Seam (R) dipping 1 in 9.
Co-ordinates of Drift Mouth E 413929 N 447028
Surface Level of Drift Mouth 10692.

Back Drift to Three-Quarter Seam (R) dipping at 1 in 2 - Surface Level 10701.

The coal from these drifts was hauled by surface tramway (See Top Brockwell Seam S1 plan) via Hurbuck Cottages, through Delves Lane to Victory Shaft Surface.

TOWNELEY SEAM HAULAGE DRIFT

Co-ordinates of Drift Mouth E 414112 N 446748.

TOWNELEY SEAM FAN DRIFT

Co-ordinates of Drift Mouth E 414094 N 446708.

DERWENT COLLIERY

LOCATION

Derwent Colliery is situated at the eastern end of Medomsley village and owned by Consett Iron Company Ltd. prior to Nationalisation.

SEAMS WORKED

County Name	Local Name	Abandoned	Seam Section in William Pit.
Low Main and Top Brass Thill (JK1)	Hutton	1964	6' 0"
Bottom Brass Thill (K2)	Little Coal	1964	2' 0"
Hutton (L)	Main Coal	1964	4' 1"
Harvey (N)	Towneley	1952	2' 4"
Tilley (P)- worked by Hamsterley Colliery in Derwent 'take'.		1968	1'10"
Busty (Q1)	Top Busty	1964	2' 8"
Busty (Q2)	Bottom Busty	1964	3' 0"
Three-Quarter (R)	Three-Quarter	1964	2' 3"
Brockwell (S2)	Brockwell	1957	

SHAFTS AND DRIFTS

WILLIAM SHAFT

Diameter 11' 6"
Co-ordinates E 412245 N 554713
Surface Level 10753

Sunk in 1844 to a depth of 402 feet (Three-Quarter Seam R) and used for men, materials, downcast ventilation and coal until abandonment and filled in.

HUNTER SHAFT

Diameter 11' 0"
Co-ordinates E 412264 N 554629
Surface Level 10758

Sunk 1885 (approximately) to a depth of 108 feet (Hutton Seam L) and used for coal drawing and downcast ventilation and filled in 1966. This shaft is said to have been originally a small shaft sunk to the Low Main and Top Brass Thill Seam (JK1).

CHARLIE SHAFT

Diameter 13' 0"
Co-ordinates E 412255 N 554611
Surface Level 10761

Sunk 1920 to a depth of 112 feet (Hutton Seam L) and used for coal drawing, which were first drawn 21 February 1921. This shaft was filled in 1953.

'D' SHAFT

Diameter 13' 0"
Co-ordinates E 412283 N 554801
Surface Level 10737

Sunk 1924 to a depth of 352 feet (Bottom Busty Seam Q2) and used for manriding.

PONT STAPLE SHAFT

Diameter 5' 0"
Co-ordinates E 413820 N 554275
Surface Level 10379

Sunk 1896 (approximately) to a depth of 72' 6" (Busty Seam Q1) and used for ventilation. This shaft is not plumb.

WEST DAY DRIFT

Surface to Hutton Seam (L) at outcrop.
Approximate Co-ordinates of Drift Mouth E 411456 N 554213
Surface Level of Drift Mouth 10720.

Various drifts were driven in the upper seams at the outcrop for ventilation and travelling as well as outlets for water.

WATER

Water from the lower seams is conducted into Hamsterley Colliery workings and outlets at the John Shaft into the River Derwent.

Coal work ceased on 20 November 1964 and the Colliery was closed due to exhaustion.

WILLIAM SHAFT

Seam	Depth from Surface
Low Main and Top Brass Thill (JK1)	55' 6"
Bottom Brass Thill (K2)	101' 0"
Hutton (L)	107' 2"
Harvey (N)	253' 5"
Tilley (P)	305' 3"
Busty (Q)	363' 5"
Three-Quarter (R)	400' 3"
Hanging on Level	351' 3"
Total Depth of Shaft	401' 7"

COAL CLEARANCE

Derwent output was hauled by locomotive over internal railway to Crookhall Washery.

MEDOMSLEY COLLIERY

LOCATION

Medomsley Colliery is situated about ½ mile south west of Medomsley village and 2½ miles east of Consett and owned by Consett Iron Company Ltd. prior to Nationalisation.

SEAMS WORKED

County Name	Local Name	Abandoned	Medomsley Shaft Seam Section	
Low Main and Top Brass Thill (JK1)	Hutton (Top and Bottom)	1965	C	4' 2"
			B	2"
			C	2' 10"
Bottom Brass Thill (K2)	Little Coal	1966	C	2' 2"
Hutton (L)	Main Coal	1958	C	4' 1"
Harvey (N)	Towneley	1962	C	2' 3"
Tilley (P)	Tilley	1969	C	1' 10"
Busty (Q1)	Top Busty	1971	C	3' 0"
			B	1' 3"
Busty (Q2)	Bottom Busty	1971	C	3' 1"
Three-Quarter(R)	Three-Quarter	1972	C	2' 2"
Brockwell (S2)	Brockwell	1972	C	2' 0"

All the seams outcropped within the Colliery 'take'.

SHAFTS AND DRIFTS

MAIN COAL SHAFT

Diameter 10' 6"
Co-ordinates E 411467 N 553620
Surface Level 10870

Sunk in 1922 to a depth of 123 feet (Hutton L).

MEDOMSLEY SHAFT (BUSTY)

Diameter 13' 0"
Co-ordinates E 411500 N 553639
Surface Level 10866

Sunk 1839 to Hutton Seam (L) to work upper seams then in 1845 to a depth of 458 feet (Brockwell Seam S2) and used for men, materials and coal, until filled in 1964. The original diameter of the shaft was 10' 0", but following a shaft accident when 8 lives were lost on 24 February 1923 the shaft was widened and relined to 13' 0" diameter.

ISABELLA SHAFT

Diameter 12' 0"
Co-ordinates E 411606 N 555548
Surface Level 10867

Sunk 1898 to a total depth of 477 feet (Brockwell Seam S2) and used for ventilation and pumping until filled in 1973.

BRADLEY DRIFT

Surface to Hutton Seam (L)
Co-ordinates of Drift Mouth E411966 N 552916
Surface Level at Drift Mouth 10793

This drift was used to work the Low Main and Top Brass Thill Seam (JK1), Bottom Brass Thill Seam (K2) and Hutton Seam (L) round the outcrop in the south west limit of the Colliery 'take'.

ELM PARK DRIFT

Surface to Brockwell Seam (S2) (Dipping 1 in 3)
Co-ordinates of Drift Mouth E 410454 N 553216
Surface Level of Drift Mouth 10617

This drift was driven in 1962 when a re-organisation took place in order to shut down the Medomsley Shaft and work the pillars in the shaft pillar in the Busty (Q), Three-Quarter Seam (R) and Brockwell Seam (S2).

Great difficulty was experienced in putting the drift down, running sand being encountered.

This drift was used for men, materials, intake ventilation and coals were conveyed up to a surface hopper.

In 1973 following the colliery closure, this drift was stowed and sealed.

ELM PARK DRIFT

Surface to Busty Seam (Q) at outcrop
Co-ordinates of Drift Mouth E 410644 N 553030
Surface Level of Drift Mouth 10647.

Used as a travelling drift into Busty Seam (Q).

ELM PARK DRIFT

Surface to Three-Quarter Seam (R) at outcrop.
Approximate Co-ordinates of Drift Mouth E 410465 N 552964
Surface Level at Drift Mouth 10620

Used as a travelling drift into Three-Quarter Seam (R).

DERWENT COTTAGES DRIFT

Surface to Hutton Seam (L) at outcrop
Approximate Co-ordinates of Drift Mouth E 411320 N 552922
Surface Level at Drift Mouth 10843.

Various other drifts, particularly into the upper seams, at the outcrop were driven for ventilation and travelling purposes.

WATER

Derwent Colliery being to the dipside of Medomsley Colliery and connected was the natural run for water, excepting that which was collected at the Isabella Shaft to pump to Consett.

Coal work ceased 6 October 1972 and the Colliery was closed due to exhaustion.

MEDOMSLEY SHAFT

Seam	Depth from Surface
Low Main and Top Brass Thill (JK1)	78' 0"
Bottom Brass Thill (K2)	97' 7"
Hutton (L)	115' 2"
Harvey (N)	276'11"
Tilley (P)	307' 6"
Busty (Q)	361' 2"
Three-Quarter (R)	394'11"
Brockwell (S2)	451' 9"
Total Depth of Shaft	458' 0"

COAL CLEARANCE

Medomsley output was hauled over internal railway by locomotive to Crookhall Washery until Elm Park Drift was opened.

Coal was cleared from Elm Park Drift hoppers by lorry.

SOUTH MEDOMSLEY COLLIERY

LOCATION

South Medomsley Colliery is situated at the west end of Dipton and worked to north of Dipton. Prior to Nationalisation it was owned by South Medomsley Colliery Company.

SEAMS WORKED

County Name	Local Name	Abandoned	Section at Annie Shaft
High Main (E)	Shield Row	1949	
Main (F)	Five-Quarter	1957	C & B 6' 10"
Yard (G)	Brass Thill	1957	C 5' 3"
Low Main and Top Brass Thill (JK1)	Hutton	1980	C 6' 6"
Bottom Brass Thill (K2)	Little Hutton	1965	C 1' 10"
Hutton (L)	Main Coal	1959	C & B 4' 7"
Harvey (N)	Towneley	1959	C 1' 10"
Tilley (P)	Tilley	1957	C 1' 10"
	Hand	1958	C 2' 0"
Busty (Q1)	Top Busty	1958	C 2' 0"
Busty (Q2)	Bottom Busty	1958	C 3' 2"
Three-Quarter(R)	Three-Quarter	1958	C & B 3' 0"
Brockwell (S2)	Brockwell	1958	C 2' 4"

SHAFTS AND DRIFTS

ANNIE SHAFT

Diameter 13' 0"
Co-ordinates E 414365 N 553060
Surface Level 10797

Sunk in 1864 to a depth of 324 feet (Hutton L) and deepened in 1869 to a depth of 610 feet (Brockwell S2) and used for men, materials, coal drawing and downcast ventilation until filled in 1960.

MARY SHAFT

Diameter 10' 0"
Co-ordinates E 414384 N 553704
Surface Level 10547

Sunk in 1867 to a depth of 402 feet (Brockwell S2) and used for pumping and upcast ventilation until filled in 1960.

SURTEES SHAFT (SOUTH)

Diameter 6' 0"
Co-ordinates E 415499 N 554572
Surface Level 10546

Sunk to a depth of 150 feet (Hutton L), used as a furnace shaft and filled in 1953.

SURTEES SHAFT (WEST)

Co-ordinates E 415494 N 554619
Surface Level 10524

Sunk to a depth of 380 feet (Busty Q2) and filled in 1953

SURTEES SHAFT (EAST)

Diameter 12' 0"
Co-ordinates E 415524 N 554600
Surface Level 10536

Sunk in 1883 to a depth of 398 feet (Busty Q2) and filled in 1974.

There were 5 staple shafts from the surface to the Pont Water Level north of the Surtees Shafts along the line of the Level.

		Diameter	Co-ordinates		Depth
1.	Jacobs Staple Shaft	5'0"	E415348	N554758	96' 0"
2.	Staple to Water Level	3'6"	E415237	N554921	71' 6"
3.	Staple to Water Level	3'6"	E415233	N555060	44' 0"
4.	Staple to Water Level	3'6"	E415232	N555134	31'6"
5.	Staple to Water Level	3'2" x 4'7"	E415233	N555177	13' 0"

These shafts were filled in 1976.

Pont Water Level Drift - Barrel Arch 3'4" high, 2'2" wide
E415233 N555192 Outlet

The Pont Water Level was driven from 1746 to 1796 - Jacob's Staple Shaft being sunk in 1790.

Many other shafts were sunk in this 'take', the information of which is mainly unknown.

COLLIERLEY DRIFT (HAULAGE)

Surface to Bottom Brass Thill Seam K2 at outcrop
Co-ordinates of Drift Mouth E 414820 N 554273
Surface Level at Drift Mouth 10464

Used to work coal from Low Main and Top Brass Thill (JK1), Bottom Brass Thill (K2) and Hutton (L) Seams. A surface tramway was used to haul the sets of coal to the South Medomsley Colliery.

COLLIERLEY DRIFT (TRAVELLING)

Surface to Low Main and Top Brass Thill Seam (JK1) at outcrop
Co-ordinates of Drift Mouth E414844 N 554262
Surface Level of Drift Mouth 10477.

This area was drained of water into the Pont Water Level.

DEACONS DRIFT

Surface to Hutton Seam (L)
Co-ordinates of Drift Mouth E 413682 N 553162
Surface Level of Drift Mouth 10588

Driven in Hutton Seam (L) and used to work coal in the Low Main and Top Brass Thill (JK1), Bottom Brass Thill (K2) and Hutton (L) Seams until a connection was made in the Bottom Brass Thill (K2) Seam with Eden Colliery. A surface tramway was used to haul the sets of coal to South Medomsley Colliery until the connection with Eden Colliery then the coal was taken to the surface via the Eden Colliery Main Coal Drift.

DEACONS DRIFT (FAN)

Surface to Hutton Seam (L)
Co-ordinates of Drift Mouth E 413631 N 553163
Surface Level of Drift Mouth 10586

SHIELD ROW DRIFT

Surface to High Main Seam (E) at outcrop
Approximate Co-ordinates of Drift Mouth E 414873 N 553399
Surface Level of Drift Mouth 10751
Coal Section 4' 2"

Drift abandoned in 1914.

SHIELD ROW DRIFT

Surface to High Main Seam (E) at outcrop
Approximate Co-ordinates of Drift Mouth E414309 N 552882
Surface Level of Drift Mouth 10854

Drift abandoned in 1949.

FOSTERS DRIFT

Surface to Yard Seam (G) at outcrop
Approximate Co-ordinates of Drift Mouth E 414220 N 553176
Surface Level of Drift Mouth 10728

The coal in the Main Seam (F) and Yard Seam (G) was mainly transferred from the Eden Colliery 'take' being ancient workings. The drift was put in in 1950 and abandoned in 1956. Three other drifts were put into this seam within 100 yards to the east of Fosters Drift at different times as well as a staple shaft 11 feet down from the surface.

An area of coal was worked to the north west of the Annie Shaft and believed to have been the Busty Seam (Q1) but was found to be a seam 19 feet above the Busty Seam (Q1) and locally named Hand Seam. The section of this seam in the shaft is 2' 0".

Many other shafts and drifts into the upper seams were sunk and driven (i.e. Coronation Drifts into Low Main and Top Brass Thill Seam (JK1) of which the information is mainly unknown.

WATER

Water in the Collierley Drift area was conducted into Pont Water Level.

Water in the lower seams was pumped originally to the surface via the Mary Shaft into Ramshaw Burn. When pumping ceased the water was allowed to build up and deliver at the Hamsterley John Shaft via Hamsterley workings.

South Medomsley Colliery ceased as a separate unit on 13 August 1961 and was joined with Eden Colliery.

ANNIE SHAFT

Seam	Depth from Surface
Main (F)	75' 0"
Yard (G)	83' 8"
Low Main and Top Brass Thill (JK1)	255' 8"
Bottom Brass Thill (K2)	269' 6"
Hutton (L)	303' 1"
Harvey (N)	432' 0"
Tilley (P)	488'10"
Busty (Q)	527' 8"
Three-Quarter (R)	575' 8"
Brockwell (S2)	610' 0"

DIPTON COLLIERY

LOCATION

Dipton Colliery is situated in the Dipton village some 4 miles east of Consett. The colliery 'take' comprised royalty formerly owned by the Ecclesiastical Commissioners and Greencroft Estates Ltd. worked by John Bowes and Partners until taken over by Consett Iron Company Ltd. in 1943.

SEAMS WORKED IN THIS 'TAKE'

County Name	Local Name	Abandoned	Section at Dipton Shaft		
High Main(E)	Shield Row		C	1'	6"
			C	2'	0"
Main (F)	Five-Quarter		B	1'	9"
			C	4'	9"
Yard (G)	Brass Thill		C	2'	10"
Low Main and Top Brass Thill (JK1)	Hutton		C	8'	0" (Goafed)
Bottom Brass Thill (K2)	Little Hutton		C	1'	9"
Hutton (L)	Main Coal	1943	C	3'	0" (Goafed)
Busty (Q1)	Top Busty	1943	C	3'	6"
Busty (Q2)	Bottom Busty	1943	C	3'	0"
			C	1'	6"
Three-Quarter (R)	Three-Quarter	1943	B		8"
			C		6"
Brockwell (S2)	Brockwell	1943	C	2'	4"

SHAFTS AND DRIFTS

DIPTON SHAFT (NEW)

Diameter 16' 0"
Co-ordinates E 415802 N 553871 (Approx.)
Surface Level 10757

Sunk in 1910 to a depth of 760 feet (Brockwell Seam S2) and used for men, materials, coal drawing and downcast ventilation. Ceased working 1940. Guide ropes were removed in 1943 and then used for downcast ventilation for pumping at Pontop Shaft until pumps were removed and then from 1964 used for water measurements.

This shaft, brick lined, is fully ringed with an inset opening at the JK1 seam for access to Pont Water Level.

DELIGHT SHAFT

Diameter 11' 0"
Co-ordinates E 415505 N 553488
Surface Level 10824

Sunk in 1748 to an approximate depth of 425 feet (Hutton Seam L) and to a total depth of 689 feet (19 feet below Busty Seam Q2) in 1854. This shaft was filled in 1958 and ceased as the main shaft for Dipton in 1912.

BONE SHAFT

Diameter 7' 0"
Co-ordinates E 416956 N 554147 (Approx.)
Surface Level 10756

Sunk in 1767 to a depth of 372 feet (Low Main and Top Brass Thill Seam JK1) being an air shaft for the Pont Water Level. The shaft was filled in 1967.

DIPTON SHAFT

Seam	Depth from Surface	Section
High Main (E)	88' 6"	C 7' 0" Est.
Main (F)	167' 1"	(C 2' 0" (B 1' 9" (C 4' 9"
Yard (G)	208' 4"	C 2'10"
Low Main and Top Brass Thill (JK1)	377' 5"	C 8' 0" Est.
Bottom Brass Thill (K2)	383' 8"	C 1' 9"
Hutton (L)	406' 4"	C 3' 0" Est.
Harvey (N)	584' 9"	(C 8" (B 4" (C 1' 5"
Tilley (P)	634' 5"	C & B 2' 1"
Busty (Q1)	658' 8"	C 3' 6"
Busty (Q2)	666' 3"	C 3' 0"
Three-Quarter (R)	706' 2"	(C 1' 6" (B 8" (C 6"
Brockwell (S2)	759' 3"	C 2' 4"
Total Depth	760' 2"	

Delight Shaft was used in the working of the upper seams - High Main (E) to Hutton (L).

Dipton Shaft was the main coal drawing shaft for workings in the lower seams, i.e. Busty Q1 and Q2, Three-Quarter (R) and Brockwell (S2).

The Top Busty Seam (Q1) was worked extensively over the northern part of the 'take'. Its extent was limited because of the thinning of the seam making it unworkable.

The Bottom Busty Seam (Q2) was worked quite extensively over the whole 'take'. An area north and west of Pontop Shaft was washed out. The workings in the south of the 'take' encountered a good deal of water and when the seam ceased working, dams were built with a pipe range to the water standage at Pontop Shaft. At this time about 450 g.p.m. was pumped up the shaft to the Hutton Seam (L) level.

The Three-Quarter Seam (R) was developed in the north western part of the 'take' - 3 faces being won out but none were worked before the colliery closed.

The Brockwell Seam (S2) was only partially worked before colliery closure.

The coal drawn at Dipton Shaft was screened and trucked down the Bowes and Partners own Pontop and Jarrow Railway to Marley Hill.

PONTOP COLLIERY

LOCATION

Pontop Colliery is situated west of the road between Creencroft and Catchgate and approximately one mile from Annfield Plain.

SEAMS WORKED

County Name	Local Name	Abandoned	Section
Main (F)	Five Quarter	1929	C 4'11" B 6"
Yard (G)	Brass Thill	1929	C 4'10"
Low Main (J)	Top Hutton	1929	C & B 5'10"
Brass Thill (K)	Bottom Hutton	1929	C & B 5'9½"
Hutton (L)	Main Coal	1929	C & B 3'1½"
Busty	Busty		

SHAFTS AND DRIFTS

PONTOP SHAFT

Diameter 11' 0"
Co-ordinates E 416254 N 551758
Surface Level 10813

Sunk in 1840 to a depth of 694 feet (51 feet below Busty Seam Q2) and used for men, materials, downcast ventilation and coal.

In 1870 the pit was drowned out up to the Hutton Seam (L) level. Work continued in the Hutton Seam (L) until 1927 when the colliery closed for coal work and the shaft was cleaned out to the Busty Seam (Q2) level. In 1931 the shaft headgear was rebuilt and a new electrified winder installed.

Used originally to draw coals then used by Dipton Colliery as a water standage - water being pumped up the shaft from Busty Seam (Q) to Hutton Seam (L) and into Pont Water Level.

Following the connection with Eden Colliery it was used as an upcast shaft for the lower seams.

It was filled in 1970 when a concrete cap was made at rock-head level.

Pontop Colliery worked the upper seams, i.e. Main (F), Yard (G), Low Main (J) and Brass Thill (K) in the Greencroft area and coals were drawn through roadways in the Hutton Seam (L) to Pontop Shaft. A small area of the Busty Seam (Q2) was worked near to Pontop Shaft prior to the sinking of the Dipton Shaft.

GREENCROFT SHAFT

Diameter 10' 6"
Co-ordinates E 415487 N 550453
Surface Level 10705

Sunk in 1745 to a depth of 142 feet (Hutton Seam L). This shaft was closed in 1898 and filled in 1953.

GREENCROFT STAPLE SHAFT

Diameter 7' approximately
Co-ordinates E 415776 N 550496
Surface Level 10741

The depth of this shaft was proved by boring in 1974 to be 217 feet 7 inches under an old shaft investigation programme in connection with the working of the Eden Colliery Harvey Seam (N). The shaft was found to be filled.

A number of drifts and dayholes were put in at the outcrops of the seams worked to be used for ventilation and travelling purposes.

PONTOP SHAFT

Seam	Depth from Surface
High Main (E)	66' 7"
Main (F)	189' 6"
Yard (G)	196' 6"
Low Main and Top Brass Thill (JK1)	373'11"
Bottom Brass Thill (K2)	378' 6"
Hutton (L)	412' 5"
Harvey (N)	556'11"
Tilley (P1)	586' 8"
Tilley (P2)	597' 7"
Busty (Q)	643' 0"
Total Depth of Shaft	693' 8"

EAST CASTLE COLLIERY

LOCATION

East Castle Colliery is situated between Annfield Plain and Leadgate approximately 1½ miles west of Annfield Plain. East Castle was leased by John Bowes and Partners.

SEAMS WORKED

County Name	Local Name	Abandoned	Section
			C 3' 6"
High Main (E)	Shield Row	1917	B 9"
			C 1' 0"
Main (F)	Five Quarter	1917	C 5' 6"
			B 3' 0"
Yard (G)	Brass Thill	1917	C 5' 6"

SHAFTS AND DRIFTS

EAST CASTLE SHAFT

Co-ordinates E 415120 N 551970 (Approximately)
Surface Level 10828

Sunk in 1862 to a depth of 180 feet (approximately)(Main and Yard Seams F and G).

UPCAST SHAFT

Co-ordinates E 415058 N 551866 (Approximately)
Surface Level 10771 (Approximately)

117 feet to Yard Seam (G)

DAY DRIFT

Surface to High Main Seam (E)
Co-ordinates of Drift Mouth E 415045 N 551921 (approximately)

EAST CASTLE SHAFT

Seam	Depth from Surface
High Seam (E)	26' 0"
Main (F)	
Yard (G)	180' 0"

EAST PONTOP COLLIERY

LOCATION

East Pontop Colliery is situated between Catchgate and Harelaw approximately 1 mile north west of Annfield Plain. East Pontop was leased from Ecclesiastical Commissioners and worked by East Pontop Coal Company.

SEAMS WORKED

County Name	Local Name	Abandoned	Section
Crow Coal (C)	Crow Coal	1924	C 1' 8"
			C 3' 6"
High Main (E)	Shield Row	1920	B 9"
			C 1' 0"
Main (F)	Five Quarter	1930	C 5' 6"
			B 3' 0"
Yard (G)	Brass Thill	1930	C 5' 6"
Low Main & Top Brass Thill (JK1)	Hutton (Big)	1924	C 6' 0"
Bottom Brass Thill (K2)	Little Hutton	1924	C 1'10"

SHAFTS AND DRIFTS

BOG DRIFT

Surface to Crow Coal Seam (C) at outcrop
Surface Level at Drift Mouth 10897

Two drifts were driven into the Crow Coal Seam (C) at the outcrop near to Annfield House Farm, Annfield Plain in 1932. The main road was driven about 100 yards then the seam abandoned. These drifts were worked under the name of Loud Hill Colliery.

EAST PONTOP SHAFTS

Downcast - Diameter 9' 0"
Co-ordinates E 416122 N 552453
Surface Level 10804

Sunk to a depth of 100 feet (High Main Seam E) and filled in 1953.

Upcast - Diameter 9' 0"
Co-ordinates E 416113 N 552444
Surface Level 10804

Sunk to a depth of 400 feet (Bottom Brass Thill Seam K2) and filled in 1953.

WARDLE SHAFT

Co-ordinates E 416123 N 552480 (Approximately)
Surface Level 10804

Sunk in 1888 to a depth of 90 feet (High Main Seam E) and worked until 1920.

EAST PONTOP SHAFT

SEAM	DEPTH FROM SURFACE
High Main (E)	93' 0"
Main (F) and Yard (G)	204' 0"
Low Main and Top Brass Thill (JK1)	381' 0"
Bottom Brass Thill (K2)	
Total Depth of Shaft	400' 0"

SOUTH DERWENT COLLIERY

LOCATION

South Derwent Colliery consisted of two royalties. Carmires royalty covered the area from Annfield Plain and to the north on the east side of the Catchgate - Harelaw road. Carmires was worked from the Willie Shaft. Cresswell royalty covered the area from Annfield Plain and west being to the south of the Leadgate to Annfield Plain road. Cresswell royalty was worked from the Cresswell Shafts.

SEAMS WORKED

County Name	Local Name	Abandoned	Section at Willie	
High Main(E)	Shield Row	1933	C	5' 5"
Main (F)	Five Quarter	1933	C	5' 7"
			B	1' 0"
Yard (G)	Brass Thill	1933	C	5' 6"
Low Main and Top Brass Thill (JK1)	Hutton(Top and Bottom Section	1933	C	3' 0"
			B	1' 4"
			C	3' 2"
Bottom Brass Thill (K2)	Hutton Section	1933	C	1'10"

SHAFTS AND DRIFTS

Willie Shaft

Diameter 15' 0"
Co-ordinates E 416537 N 551830
Surface Level 10773

This was a fully bricked shaft sunk in 1872 to a depth of 373 feet (Hutton Seam L).

Cresswell Shaft

Diameter 10' 0"
Co-ordinates E 416567 N 551528
Surface Level 10782

Believed to be sunk about 1794 to a depth of 351 feet.

Cresswell Shaft

Diameter 10' 0"
Co-ordinates E 416554 N 551532
Surface Level 10782

These were the main shafts for the South Derwent Colliery, Cresswell Tract.

WILLIE SHAFT

Seam	Depth from Surface
High Main (E)	57' 0"
Main (F)	177' 0"
Yard (G)	183' 6"
Low Main and Top Brass Thill (JK1)	354' 0"
Bottom Brass Thill (K2)	356' 0"
Hutton (L)	373' 0"

SOUTH PONTOP COLLIERY

LOCATION

South Pontop Colliery is situated at Greencroft between the main Consett-Annfield Plain highway and the Consett to Annfield Plain railway. The seams worked were leased from John Bowes and Partners and worked by South Pontop Colliery Coal Company (Messrs. U.A. Ritson and Sons).

SEAMS WORKED

County Name	Local Name	Abandoned	Section		
			C	3'	0"
High Main (E)	Shield Row	1927	B	1'	0"
			C	1'	6"
Main (F)	Five Quarter	1927	C	5'	6"
			B	1'	0"
Yard (G)	Brass Thill	1927	C	5'	6"
			C	3'	0"
Low Main and Top Brass Thill (JK1)	Hutton	1927	B	1'	6"
			C	4'	6"
			C		8"
Bottom Brass Thill (K2)	Hutton (Bottom Section)	1927	B		2"
			C	1'	4"

SHAFTS AND DRIFTS

WILLIE SHAFT

Diameter 12' 0"
Co-ordinates E 416250 N 551324
Surface Level 10813

Sunk in 1866 to a depth of 350 feet 5 inches (Brass Thill Seam K2) and filled in.

LIZZIE SHAFT

Diameter 8' 0"
Co-ordinates E 416240 N 551318
Surface Level 10813

Sunk in 1861 to a depth of approximately 171 feet (Yard Seam G) and deepened to 350 feet 5 inches (Bottom Brass Thill K2) in 1870. Used as downcast shaft until 1889 then as upcast furnace shaft until 1906 when a Sirocco Fan was installed. Shaft filled 1927.

WILLIE SHAFT

Seam	Depth from Surface
High Main (E)	51' 3"
Main (F))	
)	171' 0"
Yard (G))	
Low Main and Top Brass Thill (JK1)	341' 3"
Bottom Brass Thill (K2)	350' 5"

The High Main Seam (E) commenced working in 1877. Following the establishment of Loud Reservoir in 1883 an excessive amount of water had to be dealt with in the High Main Seam (E). It was found that the reservoir was leaking - probably due to subsidence and had to be abandoned as a reservoir. The result of this was that the water eased in the pit.

The Bottom Brass Thill Seam (K2) commenced working in 1892.

Water in the working seams was generally not excessive and was drained eastwards into Pont Water Level.

Many of the workings in the Main (F), Yard (G) and Low Main and Top Brass Thill (JK1) Seams were second workings following the first workings in the 18th Century.

AVERAGE DAILY MANPOWER AND ANNUAL SALEABLE TONS (OOO'S)

YEAR	EDEN		CROOKHALL		DERWENT	
	MANPOWER	TONS	MANPOWER	TONS	MANPOWER	TONS
1947	868	186.8	934	210.4	637	116.6
48	866	201.5	947	220.5	622	124.5
49	893	203	907	223	619	125
1950	970	250	1010	260	630	150
51	945	255	935	242	483	119
52	969	254	955	251	431	105
53	956	213	959	228	400	81
54	921	233	843	195	358	87
55	866	212.5	843	198.5	358	65.8
56	878	207.5	872	195	361	83
57	882	207.2	905	180.6	355	80.8
58	888	189.2	877	137.2	343	80.9
59	882	178.1	719	128.9	323	76.5
1960	864	187.6	562	112.7	311	71.0
61	832	199	362	84.4	302	63.1
62	956	221.1	280	67.1	303	62.2
63	882	150.5	40	25.1	245	56.1
64/65	604	142	Closed	9.11.1963	Closed	Nov. 1964
65/66	535	149				
66/67	492	-				
67/68	424	134				
/69	284	111				
9/70	280	92				
70/71	292	80				
71/72	296	76				
72/73	295	84				
73/74	298	63				
74/75	308	88				
75/76	295	53				
76/77	177	41				
77/78	190	50				
78/79	187	52				
79/80	145	39				
	Closed	17.7.1980				

AVERAGE DAILY MANPOWER AND ANNUAL SALEABLE TONS (000'S)

YEAR	MEDOMSLEY		SOUTH MEDOMSLEY		BRADLEY DRIFT	
	MANPOWER	TONS	MANPOWER	TONS	MANPOWER	TONS
1947	648	117.6	-	-		
48	649	127	352	89		
49	636	128	376	89		
1950	670	160	420	110		
51	673	159	417	94		
52	628	155	416	87		
53	547	115	396	80	78	37
54	513	113	383	91	70	38
55	513	103	383	86.5	70	29
56	476	101	370	63	73	28
57	484	98.6	339	71.5	71	21.7
58	462	95.1	327	61.9	75	24.8
59	225	75.4	299	61.3	78	25.7
1960	225	51.0				
61	238	45.2	Merged with Eden			
62	216	45.6	Aug. 1961			
63	214	52.6				
64/65	221	58				
65/66	247	56				
66/67	220	-				
67/68	219	67				
/69	181	57				
69/70	162	48				
70/71	159	36				
71/72	153	28				
72/73	153	14				
73/74	Closed	Oct. 1972				

45/05 S.E.

45/14 N.W.

CONSETT U.D.

CONSETT

CONSETT IRONSTONE GHI.

Whinnyhouse Plantation

Bog Plantation

Quarry Hill

Shotley Bridge Colony

Whitefield Plantation

Derwent Cottages

Bradley Cottages

Billingside Plantation

BILLINGSIDE EAST DRIFT

BILLINGINGSIDE WEST DRIFT

South Medomsley Colliery

Pontop

Pontop Pike

Pontop Fell

Eden Colliery

Leadgate

DRIFTS

CASTLE No1 SHAFT

SHAFTS

No 2 DRIFT

DRIFTS TO SURFACE

BENFIELDSIDE CEMETERY

BLACKFYNE

BELLE VUE PARK

CONSETT PARK

SHERBURN PARK

Consett Iron Works

Crookhall

Iveston Colliery (Disused)

Iveston

Stony Heap

Durnamhill Wood

GREENCROFT P.H.

10 Metres

DURHAM

45/15 N.W.

CONSETT CO CONST

Medomsley

Pontop Low Wood

Black Bog

Mary Pit (dis)

Pontop

Pontop Fell

Bradley Cottages

Billingside Plantation

Leadgate

Stony Heap

Iveston

Quarry Hill

Whitehouse Plantation

Big Plantation

Fox Cover

Cottage Homes

Medomsley Colliery

South Medomsley Colliery

Consett Iron Works

Consett Park

Benfieldside Cemetery

Blackpyne

Iveston Shaft

No.1 Shaft

No.2 Shaft

No.3 Shaft

No.4 Shaft

No.5 Shaft

No.6 Shaft

No.7 Shaft

Bradley Shaft

Old Ironstone Shafts

Blast Furnace Shaft

Bell Pit

No.1 Drift

No.2 Drift

No.3 Drift

No.4 Drift

No.5 Drift

No.6 Drift

Drift from Surface

S.B.H. 97' to Ten Band Horizon

S.B.H. 40' to Ten Band Horizon

S.B.H. 70' to Ten Band Horizon

S.B.H. 62' to Ten Band Horizon

S.B.H. 35' to Ten Band Coal

S.B.H. 38' to Ten Band Coal

CONSETT U.D.

CONSETT

45/05 S.E.

45/14 N.W.

GREENCROFT P.H.

10 Metres

6000

1500

3000

0

TEN BAND IRONSTONE MN1

DURHAM

45/15 N.W.

CONSETT CO CONST

45/05 S.E.

45/14 N.W.

GREENCROFT PR

CONSETT U.D.

CONSETT

NO.1 IRONSTONE N

Medomsley

Ebchester Glebe

North Moor

Pontop Common Wood

Pontop

Pontop Fell

Hillingside Plantation

Leadgate

Iveston

Stony Heap

Broom Hill

Whinnyhouse Plantation

Quarry Hill

Whitefield Plantation

BENFIELDSIDE CEMETERY

BLACKFYNE

CONSETT PARK

Consett Iron Works

Bradley Cottages

Bradley Hall

Black Bog

Medomsley Colliery

Derwent Colliery

Mary Pit (Coal)

Old Ironstone Shafts

Old Bell Pit

Iveston Shaft

Victory Shaft

No.1 Shaft

No.2 Shaft

No.3 Shaft

No.4 Shaft

No.5 Shaft

No.6 Shaft

No.7 Shaft

Presumed No.1 Ironstone Workings

Drift from Surface

Shs down 12°

Drifts to Surface

Worked in conjunction with Harvey Seam 'N'

Dowlais Drift

Delves Horse Drift

Metcalfe's New Drift

S.&H. 130° to No.1 Ironstone Horizon

S.&H. 190° to No.1 Ironstone Horizon

S.&H. 68° to No.1 Ironstone Horizon

S.&H. 92° to No.1 Ironstone Horizon

S.&H. 82° to No.1 Ironstone Horizon

S.&H. 68° to No.1 Ironstone Horizon

S.&H. 69° to No.1 Ironstone Horizon

Consett & District Golf Course

Feet 3000 0 1500 3000 6000

10 Metres

LOCATION PLAN
SCALE 1 INCH TO 1 MILE

BROADOAK
DERWENT
MEDOMSLEY
SOUTH MEDOMSLEY
DIPTON
EDEN
CONSETT
VICTORY
WOODSIDE
HUMBER HILL
GREENLAND
MORRISON BU
MARLEY H
EA
Chopwell
Hamsterley
Blackhall Mill
Leadgate
Ebchester
Medomsley
Templetown
Delves
Knitsley
Satley
Corsay
Lanchester
Burnhopeside
Tantobie
Tanfield
Highfield
Rowlands Gill
Burnopfield
Harelaw
Greencroft
Maiden Law
Greenwell Ford
Hamsteels
Oxhill
Crookgate Bank
Hobson
Tanfield Moor
Pickering Nook
Chopwell Wood
Millkwellburn Wood
Lintzford Wood
Hamsterley Mill
Low Westwood
High Westwood
Broomhill
Shotley Bridge
Benfieldside
Blackhill
Shotley Grove
Snatlers Hall
Whitton Hall
Newlands
Morrowfield
Woodhead
Hollings
Hollings Hill
Labourn's Fell
Ravenside
Broadfield
Ashtree
Low Spen
Spen Banks
Hugh Spen
Sherburn Tower Fm
Golf Course
Cut Thorn
Smales Wood
T Wood
Bellside
Bellhill
Lintz Green
Lintz
Lintzford
Corr Hall
Low Friarside
High Friarside
Leazes
Sheriff Hill
Crookgate
Becaler
Hobson
Tanfield Moor
Pickering Nook
Clough Dene
Tanfield
Tanfield Lea
Tanfield Leigh Fm
Tanfield Moor
Allendale Cottages
The Dene
East Fm
Broom Hill
East Law
Parkfield
Shotley Park
Low Westerley
Mine
Elm Park
Kennels
Berry Edge Fm
Hospl
Cemy
Bunker Hill
Reay Hills Fm
Low Broomhill Fm
Stony Head
Sunnyside
Handwell Hill
Ivesteam
Durham Hill
Moorside
Woodside
Greencroft Park
Greencroft Hall
Low Town
Maiden Hall
Chapman's Well Fm
Wheatley Hill
Morrow Edge
Little Stockerley
Greencroft
Harbuck Cottages
East Knitsley
Low Meadows
New Houses Fm
Hospital
Orphsay Hall
Moor Leazes
Burnhope
Middles
Middle Heads
Dyke Nook
Dyke Nook Cotts
Woodlands Hall
Oliver Ford
Pondfield Villa
Whitchall Mors
Whitehall
White Ho
Newbiggin
The Lodge
Lizards
Cemy
Chimney
Sheepwalks
Red House
Broadmeadows
Broadmeadows Manor
Eliza Fm
Sawmill Wood
East Butsfield
West Butsfield
Broadwood
Butsfield Burn
Butsfield Abbey
Old Quarries
Hythe
Land Ho
Hall Hill
Steeley
Springwell Fm
Dene Ho
Quarrelfield Lodge Plantns
Greenfield Plantns
South Plantn
North Plantn
Oxen Law
Lindistarne
Hamsenell Plantn
Elizb Fm
Humber Ho
Holmside Hall
Middlewood
Colepike Hall
Greenwell Fm
Throstle Nest
Hole Ho
Hollybush
Burnhopeside Hall
Langley West Ho
Langley Moor
New Acres
Track of Disused Rly
Blackburn
Esh
Esh Hall
Orchard
Clickers Inn
Wilk's Hill
Greenland
Cornsay Ho
Cornsay Colliery
Clifford Ho
Ragpath Side
Partridge Close
Stobbilee
Hollinside Hall
Upper Houses
Woodside
Greencroft

BENWELL TOWERS
BENWELL
NEWCASTLE
TEL. NO. N/cle. 33133

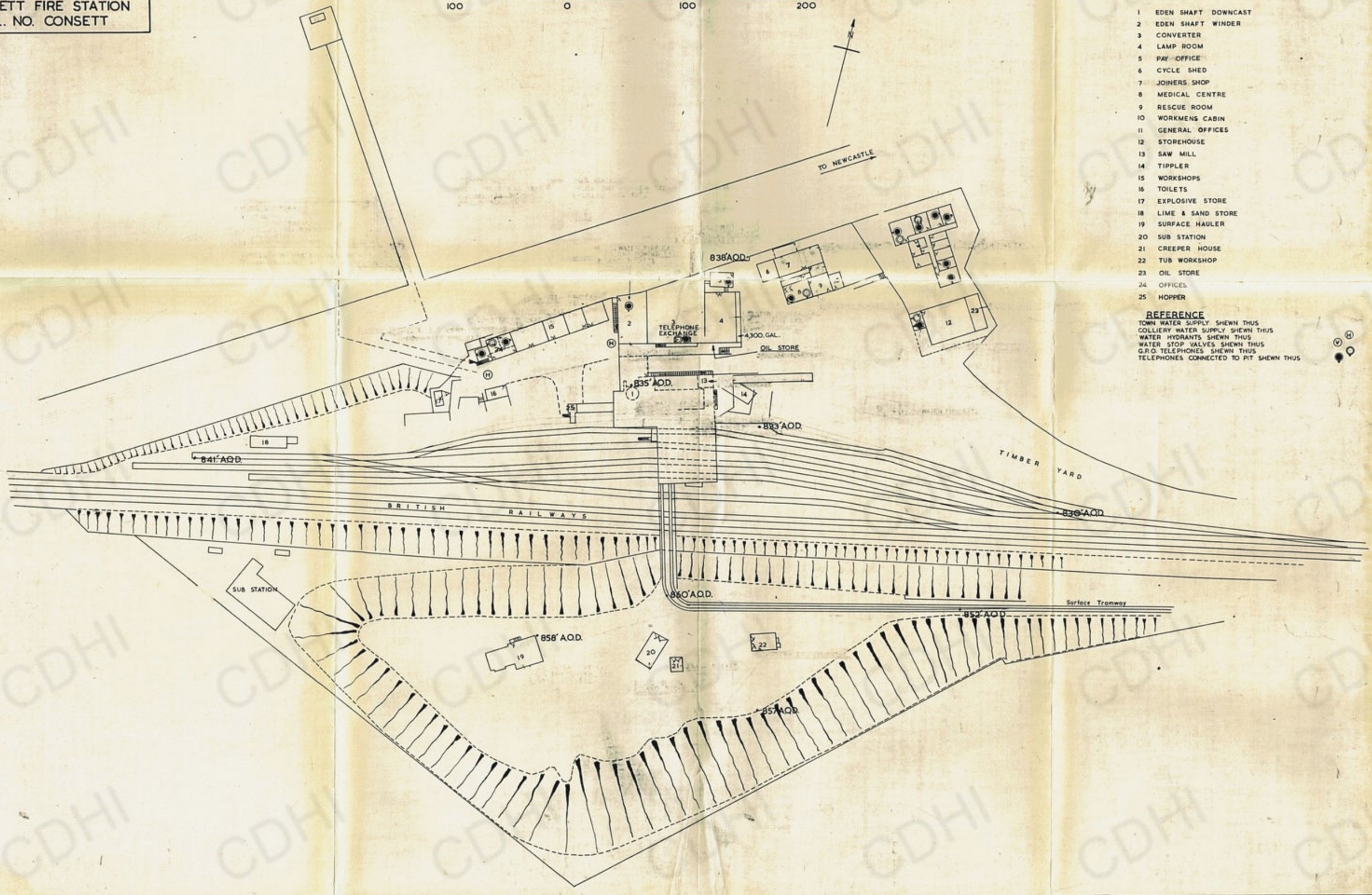
CONSETT FIRE STATION
TEL. NO. CONSETT

EDEN MINE

SURFACE PLAN

SCALE OF FEET

100 0 100 200



1 EDEN SHAFT DOWNCAST
2 EDEN SHAFT WINDER
3 CONVERTER
4 LAMP ROOM
5 PAY OFFICE
6 CYCLE SHED
7 JOINERS SHOP
8 MEDICAL CENTRE
9 RESCUE ROOM
10 WORKMENS CABIN
11 GENERAL OFFICES
12 STOREHOUSE
13 SAW MILL
14 TIPPLER
15 WORKSHOPS
16 TOILETS
17 EXPLOSIVE STORE
18 LIME & SAND STORE
19 SURFACE HAULER
20 SUB STATION
21 CREEPER HOUSE
22 TUB WORKSHOP
23 OIL STORE
24 OFFICES
25 HOPPER

REFERENCE

TOWN WATER SUPPLY SHEWN THUS
COLLIERY WATER SUPPLY SHEWN THUS
WATER HYDRANTS SHEWN THUS
WATER STOP VALVES SHEWN THUS
G.P.O. TELEPHONES SHEWN THUS
TELEPHONES CONNECTED TO PIT SHEWN THUS

EDEN MINE - STONYHEAP
SURFACE PLAN

SCALE OF METRES

10 5 0 10 20 30 40 50

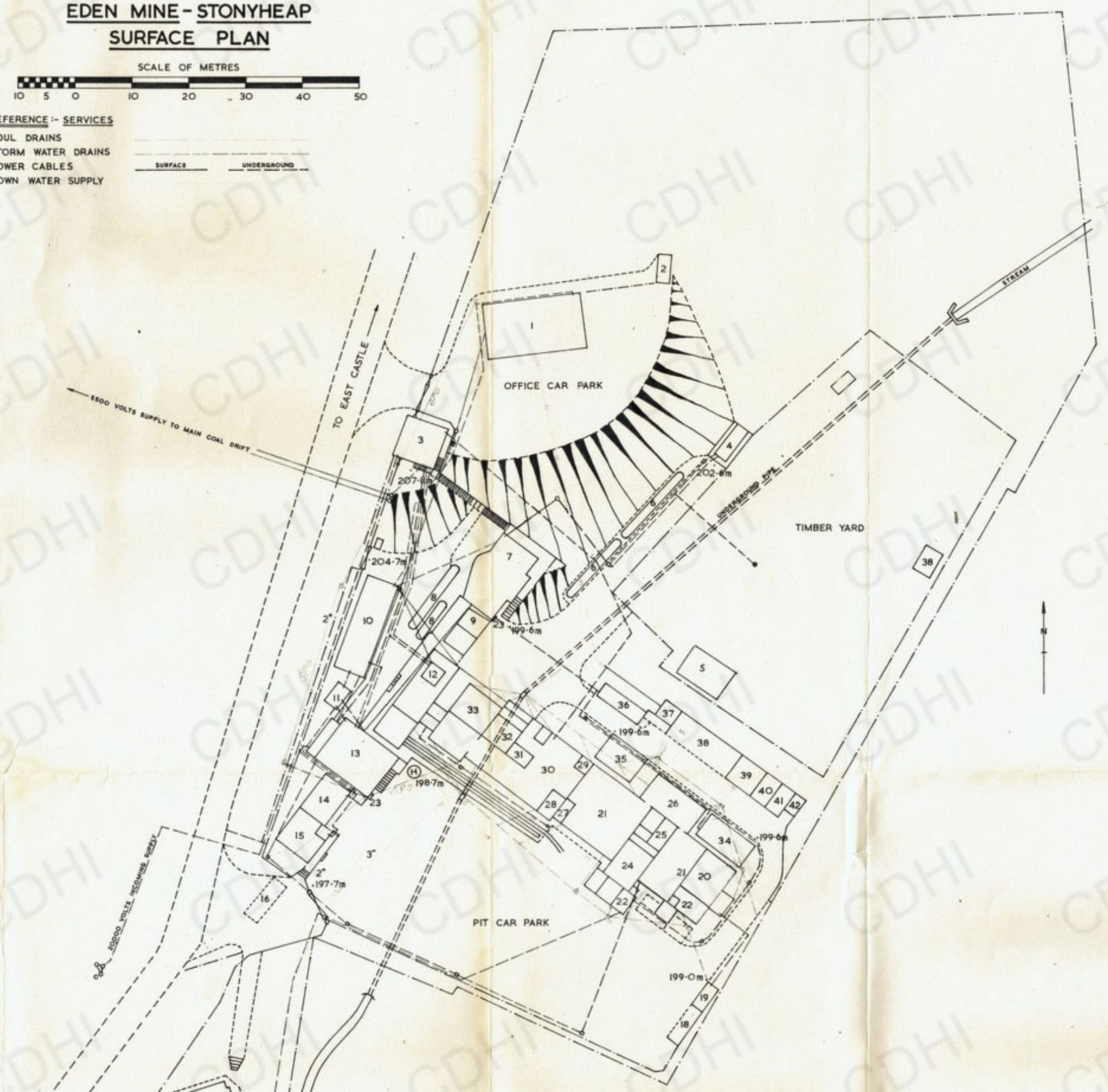
REFERENCE :- SERVICES

FOUL DRAINS

STORM WATER DRAINS

POWER CABLES — SURFACE — UNDERGROUND —

TOWN WATER SUPPLY



1. GENERAL OFFICE
2. MANAGER S GARAGE
3. N.E.E.B. SUB – STATION
4. EXPLOSIVES STORE
5. STABLE
6. WATER TANKS
7. FAN HOUSE
8. COOLING TANKS
9. CEMENT STORE
10. COMPRESSOR HOUSE
11. TRANSFORMER HOUSE
12. SHAFT
13. WINDER HOUSE
14. ELECTRICIANS SHOP
15. MEDICAL CENTRE
16. EMERGENCY WINDER PAD
17. SEWAGE DISPOSAL PLANT
18. CYCLE SHED
19. SURFACE LABOURERS CABIN
20. STOREHOUSE
21. PIT HEAD LOCKERS
22. PLANNED MAINTENANCE OFFICE
23. HOSE CUPBOARD
24. BOILER HOUSE
25. SURFACE FOREMANS OFFICE
26. PIT HEAD SHOWERS
27. EMERGENCY FIRE EQUIPMENT STORE
28. TOILETS
29. SELF RESCUER MAINTENANCE
30. LAMP CABIN
31. TIME OFFICE
32. DEPUTIES REPORT OFFICE
33. MECHANICS SHOP
34. JOINERS SHOP
35. BLACKSMITHS SHOP
36. SAWMILL
37. WELDERS SHOP
38. MECHANICAL SPARES STORE
39. MECHANICAL ENGINEERS OFFICE
40. ELECTRIC CABLE STORE
41. WOOD STORE
42. OIL STORE

REFERENCE

EDEN MINE
MAIN COAL DRIFT
SURFACE PLAN

SCALE OF METRES

10 5 0 10 20 30 40 50

1. HOPPERS
2. SUB-STATION
3 WEIGH-BRIDGE
4 DRIFT MOUTH

REFERENCE:- SERVICES

POWER CABLES — SURFACE — UNDERGROUND —

TOWN WATER SUPPLY - - - - - - - - - -

DERWENT COLLIERY
SURFACE PLAN
SCALE 1/500

Feet 100 0 100 200 Feet

N

'D' SHAFT
741' A.O.D.

ARCHER' TUNNEL UNDER HEAP

TIMBER YARD

14 WILLIAM SHAFT
753' A.O.D.

758' A.O.D.
HUNTER SHAFT

SITE OF CHARLIE SHAFT (Filled in)
761' A.O.D.

REFERENCE

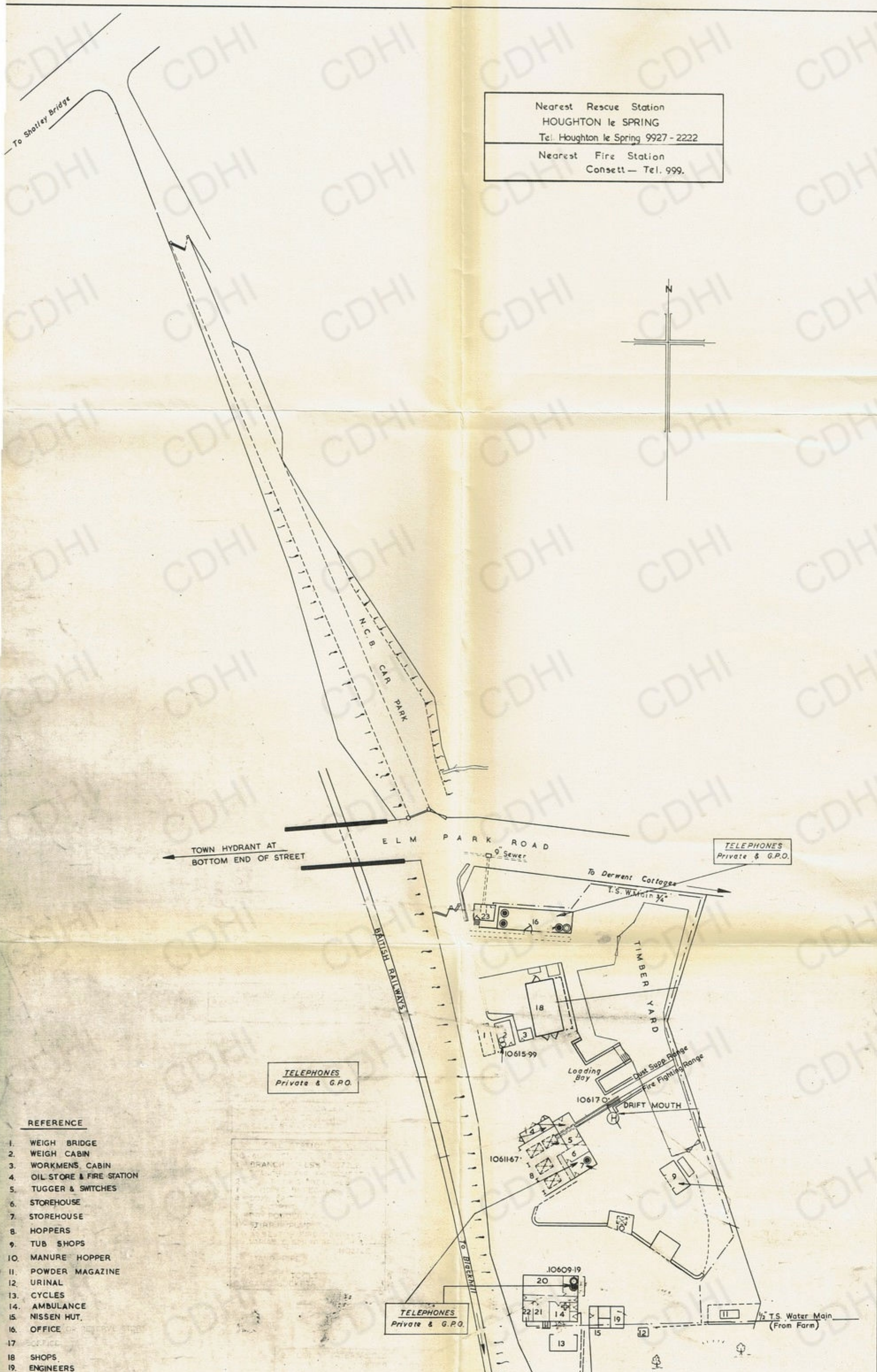
1. 'D' SHAFT WINDER
2. 'D' SHAFT, M/RIDING & UPCAST (to Main Coal Inset)
3. WAITING ROOM
4. TIMBER STORE
5. POWDER MAGAZINE
6. HAULER HOUSE
7. SAWMILL
8. LAMP CABIN
9. TIME CABIN
10. LAMP STORE
11. SUB-STATION
12. WILLIAM SHAFT WINDER
13. SHAFT MEN'S CABIN
14. WILLIAM SHAFT DOWNCAST
15. AMBULANCE ROOM
16. TRANSFORMER HOUSE
17. POWDER MAGAZINE
18. - - - ISSUING POINT
19. CYCLE SHED
20. WIRE MESH STORE
21. URINAL
22. ENGINEER'S OFFICE
23. ELECTRICIANS' & MECHANICS' SHOP
24. BLACKSMITHS' SHOP
25. WELDING
26. No. 6 AREA MEDICAL STORES
27. UNION HUT
28. BLACKSMITHS' SHOP
29. JOINERS' SHOP
30. TUB STORE
31. COMPRESSOR HOUSE
32. 'D' GROUP PLUMBERS' STORE ROOM
33. KEEKER'S OFFICE
34. RESCUE ROOM
35. STORES OFFICE
36. OIL STORE
37. STABLE
38. UNDERMANAGER'S OFFICE
39. OVERMEN'S OFFICE
40. OVERMEN'S OFFICE
41. STABLE
42. DUST SAMPLER'S OFFICE
43. MANAGER'S OFFICE
44. GENERAL OFFICE
45. GARAGE
46. PAY OFFICE
47. HUNTER FAN SHAFT

MEDOMSLEY COLLIERY

SURFACE ARRANGEMENTS

SCALE : 40 FT. TO 1 INCH.

Nearest Rescue Station
HOUGHTON le SPRING
Tel. Houghton le Spring 9927 - 2222
Nearest Fire Station
Consett — Tel. 999.



REFERENCE

1. WEIGH BRIDGE
2. WEIGH CABIN
3. WORKMENS CABIN
4. OIL STORE & FIRE STATION
5. TUGGER & SWITCHES
6. STOREHOUSE
7. STOREHOUSE
8. HOPPERS
9. TUB SHOPS
10. MANURE HOPPER
11. POWDER MAGAZINE
12. URINAL
13. CYCLES
14. AMBULANCE
15. NISSEN HUT.
16. OFFICE
17.
18. SHOPS
19. ENGINEERS
20. LAMPS
21. WAITING ROOM
22. BOILER HOUSE
23. TOILETS

MEDOMSLEY COLLIERY
ELM PARK
SURFACE PLAN
SCALE: 1/500

Feet 100 0 100 200 Feet

BENWELL TOWERS
BENWELL
NEWCASTLE
TEL. NO. N/cle. 33133

CONSETT FIRE STATION
TEL. NO. CONSETT

SOUTH MEDOMSLEY MINE
SURFACE PLAN
SCALE 1/500

REFERENCE
TOWN WATER SUPPLY SHEWN THUS
COLLIERY WATER SUPPLY SHEWN THUS
WATER HYDRANTS SHEWN THUS Ⓗ
WATER STOP VALVES SHEWN THUS Ⓥ
G.P.O. TELEPHONES SHEWN THUS
TELEPHONES CONNECTED TO PIT SHEWN THUS