

THE DIARY OF JOHN WESLEY HARVEY, MINE MANAGER OF THE WHALEY BRIDGE COLLIERY, DERBYSHIRE 1898-1899

Chris Heathcote

Abstract. During research concerning this colliery a typescript of the mine managers diary for 1898-99 was obtained. This contains the everyday details of the mine which are presented here.

INTRODUCTION

The Whaley Bridge colliery was opened in 1815 by Thomas Guy Gisbourne and was in ownership of the Gisbourne family until the late 1850s when it was acquired by the Buxton Lime Company (later Buxton Lime Firms Company). This company exploited the coal seams mainly in the areas to the east around Horwich House (SK 0190 8090) and to the north near Mosley Hall (SK 0200 8140) and Bingswood (SK 0130 8155).

The diary (of which the transcript was supplied by Bill Eyre), was written in 1898-99 and contains details of the mine which were previously unknown. Coupled with the information given on the Mine Abandonment Plans (Mining Records Office, Mansfield) and plans of the White Ash, Red Ash and Yard Seams, compiled for the Buxton Lime Firms Company (Private Collection), a picture can be built up of the colliery workings for the late 19th century.

Additionally the information recorded on the above plans and maps as enabled the writer to compile detailed sections with an east-west and north-south orientation of the coal measures, shaft depths etc. in the Whaley Bridge and Bugsworth area (see Figs.2 and 3).

John Wesley Harvey

Little is known about John Wesley Harvey. According to an entry in his diary he became mine manager of the Whaley Bridge Colliery on Monday March 14th 1898. Further entries state that his residence before starting this appointment was Sutton-in --Ashfield, Nottinghamshire. The following entries state that he was soon to take up residence in Whaley Bridge

Went to Mansfield to get estimates for a van to bring my furniture from Sutton to Whaley Bridge. April 2nd 1898.

My family came to Whaley Bridge. April 13th 1898.

My Goods arrived today. April 15th 1898.

He was still manager of the colliery in 1905 when he and 60 colliers from the mine attended the funerals of three non-miners killed in Walker's Adit (SK 0102 8033) on 12th October (Leach 1992).

The diary records the following

Pit holiday on account of the funeral of Mr. William Day. June 22nd 1898.

William Day was the mine manager at Whaley Bridge Colliery before the position was taken over by John Wesley Harvey in March 1898.

In 1917 the following is recorded by the Castleton Barmaster, George Eagle, regarding the Old Moor Mine in Castleton Liberty (SK.134 808)

About 10 years ago . . . The jury men at the gift were John Wesley Harvey of Ashfield, Buxton Road, Whaley Bridge (colliery manager for the Buxton Lime Firms which measured ore at Morley Pipe last year and also manager of the Low Mine, Bonsall)..... (Chatsworth. Bar. Coll.)

The above entry is interesting for the detail it contains regarding Mr. Harvey. He is noted as living at a house called Ashfield on Buxton Road (locally known as Long Hill) Whaley Bridge. The house name is possibly a reference to his former place of residence. The Buxton Lime Firms Company owned Whaley Bridge Colliery until its closure in January 1911. In 1909 another area of coal was exploited by this company to the south of the town in the area around Shallcross Hall (centred SK 013 795). This latter colliery became known by the name of Shallcross Hall or more locally as Brickbarn (Leach 1992). In correspondence from Mr. Harvey to the Barmaster covering the period 1917 to late 1919 he is noted as being the manager of the Shallcross Hall Colliery at Whaley Bridge (Chatsworth). This colliery closed in February 1925 (Leach 1992) but it is not recorded whether Mr. Harvey held this post until this date.

COAL SEAMS

The coal seams worked by the Waley Bridge colliery were sometimes known by different names by Mr. Harvey and the colliers. For clarity these are presented here, along with depth and seam thickness.

General Name	Local Name	Pithead	Thickness
Big Smut		17 yards	9 ins.
Big Smut		25 yards	3 ins.
Red Ash	Little Mine	67 yards	18 ins.
White Ash	Smithy Mine	87 yards	16 ins.
Gannister		97 yards	9 ins.
Yard	Kiln, Big Mine	127 yards	54 ins.

The colliery plan of 1877 for the Red Ash Seam (no.3874- see Appendix 1) contains a sketch section of the stratum at the colliery. This section shows the following regarding the seams worked or otherwise;

Big Smut:	Both of these thin seams are recorded but contain no annotations.
Red Ash:	Seam is recorded as 'Worked Out'.
White Ash:	Seam is recorded as 'Still Working'.
Gannister:	Seam is recorded as 'Not Worked'.
Yard Seam:	This is recorded as 'Now Working'.

It is clear from this plan and associated section dated February 13th 1877 that the thinner seams recorded are not to be worked and that it is the companies intention to continue to work the thicker seams, corresponding with the details recorded by Mr. Harvey in his diary i.e. Smithy Mine and Big Mine. Although the Red Ash Seam is recorded on the above plan as being 'worked out' it is clear from numerous entries within the diary

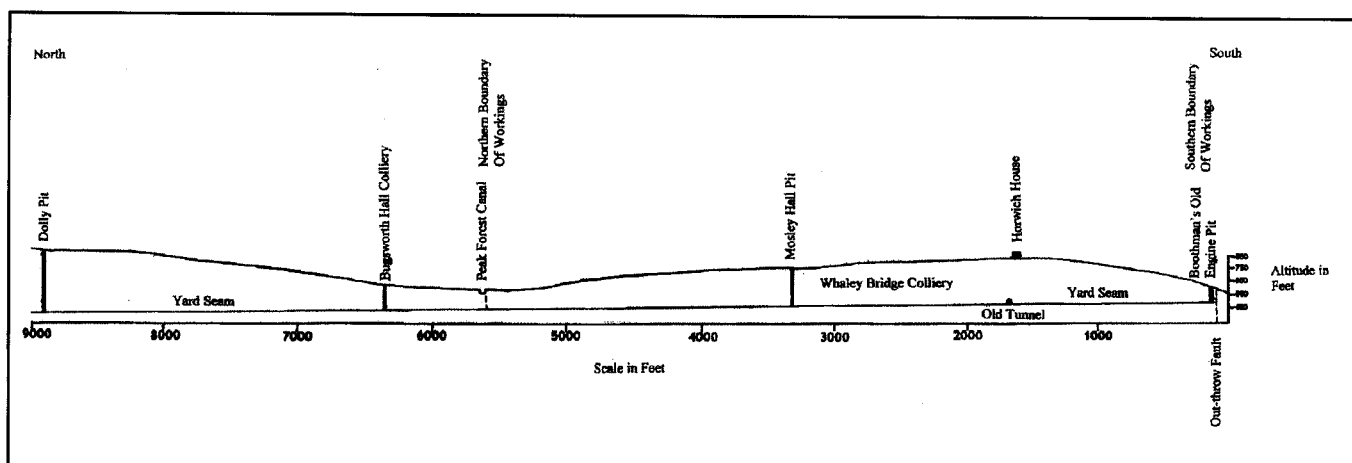
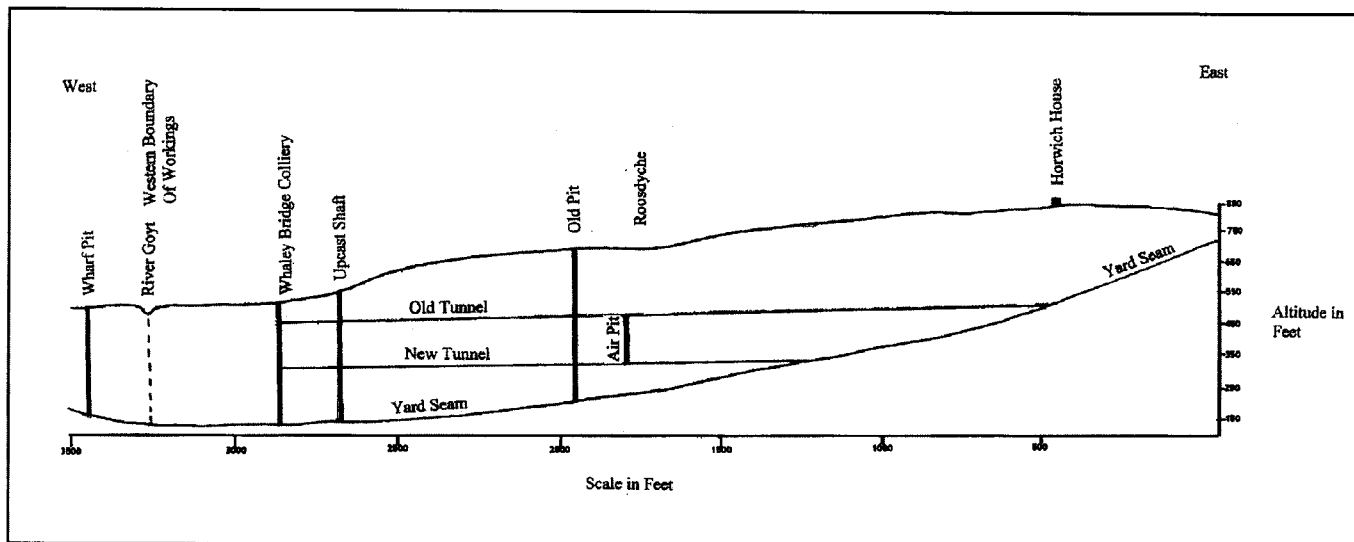


Fig. 1. East-West Section (above) and North-South section (below) showing coal seams and main levels near Whaley Bridge.



that the Buxton Lime Company did work this seam later during the years 1898-99.

WORKINGS IN THE YARD SEAM TO THE NORTH OF THE PITHEAD

It appears from the diary that the main workings were centred around SK 014 818 in the vicinity of Bingswood and to the west of Mosley Hall. William Eagle's annotated map of the colliery (sheet VIII II – see Appendix 1) shows the workings extend in a block that is bounded by the River Goyt in the west, the Blackbrook in the north and Horwich House in the east (Fig. 1). Main roadways were constructed into the Yard Seam with smaller 'brows' driven 'up-dip' or 'down-dip' to facilitate removal of the coal. Two major roadways are mentioned in the diary: the 'Ship Canal Level' and the 'Gas Works Level'. Smaller roadways are also recorded which must have run parallel to the main roadways. These will be discussed later.

Ship Canal Level. This roadway (Fig. 1) was driven almost due north from the main pithead district into the lower part of the Yard Seam, to the east of and parallel to the Peak Forest Canal. Presumably this is why it is named so, but an entry records the following

I have examined the 'Ship Navigation' district in the Big Mine and I found things all right. Friday 18th March 1898.

This is the only instance when this term is used throughout the diary, it is therefore possible that Mr. Harvey had yet to accustom himself with the more popular names for the various levels, seams etc. used at this mine. It is highly unlikely that it is a reference to boats being used underground as nothing

contained within the diary indicates that this was the case, although this aspect must not be discounted because during this same period the Buxton Lime Firms Company also owned the Thatchmarsh (Burbage) Colliery on Axe Edge (centred SK 027 707) (Roberts and Leach 1985. Barnatt and Leach 1997). It is recorded in the diary that coal from that mine was boated out along the Duke's Level to the small dock or wharf on Level Lane, Burbage (SK 0379 7233).

Went to the 'Thatchmarsh' Pit. Wrote a Notice to close the Wharf 3 Days a week. April 20th 1898.

and later

Arranged for the Wharf to be opened for the sale of Coal on Mondays, Wednesdays and Fridays. Wilmot to work in the Shops on the other days and Mellor the Assistant Deputy to work for the Lime Firms. Heathcote jun. To go down and assist Bagshaw. April 28th 1898.

Gas Works Level. This major roadway (Fig. 1) ran parallel to the Ship Canal Level, but further east. This level was driven into the Yard Seam and presumably got its name because it was almost directly below the Whaley Bridge Gasworks at Bingswood (SK 0135 8160). The level was at a slightly higher horizon within the Yard Seam as the seam went 'up-dip' towards the east. This level was connected to the Ship Canal Level by a smaller access level or 'Cross Head' the recording of which follows

Hung lines in the Cross Head between the Gas Works Level and Ship Canal Level. June 25th 1898.

and

Levelled from the end of the Gas Works Level to the water ricket on

Ship Canal Level. December 24th 1898.

The 'ricket' referred to in the above entry is possibly a Midlands coalfield term for a water channel cut into the floor of a level to aid drainage.

Jessie's Level. Its location is not clear, but this level like the others recorded later was driven along the Yard Seam parallel to the main Ship Canal Level and Gas Works Level.

Upper or Top Sodom (Sodem) Level. This is mentioned frequently in the diary and was undoubtedly another level driven along the Yard Seam. Upper Sodom like all the other levels was connected to the lower or higher levels by an inclined passage called a 'brow'. Mr. Harvey records the instance where a collier caused a problem on one of these inclines

The endless chain in Upper Brow in Upper Sodom broke through the carelessness of 'Woolley' who started off without a Signal being given. May 20th 1898.

Lower Sodom (Sodem) Level. Like the above level this is mentioned frequently and it is possible that it ran parallel to Upper Sodom Level along the Yard Seam. This level is the only location contained within the diary that records a geological feature, namely a fault. This feature is recorded as follows

Gave orders to the men working next the fault in Lower Sodom to turn their gate towards it. April 16th 1898.

Gave J. Andrews instructions to commence to drive a road to the fault at right angles to the Gate next it in the Lower Sodom. May 5th 1898.

Surveyed W. Bagshawe's head to the fault. May 12th 1898.

Let J. Drabble and T. Bradley have the working out of the coal to the fault and pay them 2/6 per yard for making trolley height. May 24th 1898.

... the Lower Sodom and measured the workings from the last gate near the fault. June 21st 1898.

As stated earlier the levels noted above were all driven north of the pithead and it is possible that the fault recorded is the Mosley Hall Fault as recorded on Abandonment Plan no. 5632A (see Appendix 1 and Fig. 1) for the Yard Seam. This is plausible because a short time later the following is recorded

Mr. Hubbersty came over about land breaking near Mosley Hall. June 6th 1898.

Lower Sodom was also the location of a 'brow' that had recently been constructed, namely the 'New Jig Brow'. The entry concerning which follows

Hung a set of lines on the level to New Jig Brow in Lower Sodom. June 2nd 1898.

The following entry testifies that Lower Sodom was at a low horizon within the Yard Seam

A Pump was fixed on Lower Sodom Level. August 6th 1898.

Unfortunately it is not recorded what type of pump this was or of its location within the Yard Seam.

Upper, Higher or Top and Lower South Levels. These levels are mentioned frequently in the diary but the only clue to their whereabouts is the following

Went round with J. Andrews in the 'Kiln Seam' in the South or Ship Canal District. March 24th 1898.

The terminology used confirms that these levels were in the vicinity of the Ship Canal Level in the Yard Seam to the north of the pithead (see above).

Top Horse Road. It is not clear where this level was located within the colliery but throughout the diary it is always mentioned alongside the levels noted above. It is however clear that this roadway was used by 'pit-ponies' and was one of the main haulage levels to the winding shaft. The diary records the sale of one of the ponies

Sold 'Rangy' Pony to John Hadfield, Horse and Oil Dealer, 32 Lancashire Hill, Stockport. August 20th 1898.

Old Road. It is not clear where this feature is located in the colliery complex but it is possible that this is a reference to the early shallow tunnel driven from the River Goyt, eastwardly into the seams intersecting them as they went 'up-dip'. This tunnel or 'Waterloose' is shown on Mine Abandonment Plan no. 3874 (see Appendix 1, Fig. 1 and Fig. 2) where it is noted as 'Old Tunnel at level of Drainage Tunnel to River Goyt. 15 yards deep in shaft'. On the accompanying section of the mine it is simply recorded as 'Old Tunnel' (for more details see Leach 1992).

The Tunnel. Once again it is not clear what is meant by this term although it is possible that this is a reference to the later and deeper tunnel driven from the main winding shaft. Abandonment Plan no. 3874 (see Appendix 1, Fig. 1 and Fig. 2) shows this tunnel and notes 'Later Tunnel at level of Red Ash Seam in shaft'. The accompanying section shows the tunnel was driven eastwards into the seams at a depth of 67 yards from the surface (for more details see Leach 1992). Mr. Harvey records this feature on several occasions, for instance 'Travelled the Tunnel. November 4th 1898'. A short while later (January 26th 1899) he 'measured the Ventilation' which suggests that the Tunnel was important to the colliery ventilation system. Alternatively it could indicate that the 'Tunnel' was a site of poor ventilation within the colliery.

Travelled the Tunnel and measured the Ventilation. January 26th 1899.

Counter Level. This level is only mentioned once in the diary

Cut through the Pillar to the Counter Level where it is broken down bad. May 19th 1898.

Farey (1811) notes that 'counter level, or gate, at three to six or eight yards from it, up the slope of the coal, and driving bolt-holes or small thurls between them, as often as necessary, and carefully stopping up all those previously made; by which means, a stream of air will constantly flow along the level, from the pumping shaft, and return along the counter level to the Bye-pit or Drawing Shaft'.

WORKING AREAS TO THE NORTH OF THE PITHEAD IN THE YARD SEAM UNDER LAND BELONGING TO VARIOUS OWNERS

Contained within the diary are details concerning previously unknown and unrecorded areas within the Yard Seam. These are as follows:

Buckley's Coal. Abandonment Plan no. 5636A (see Appendix 1, Fig. 1 and Fig. 2) shows an area of land belonging to Sir Edmund Buckley MP (centred SK 015 813) and it is certain that this coal was mined from beneath this area which is confirmed by the following entry

... and Buckley's Coal on the Ship Canal Level. July 14th 1898.

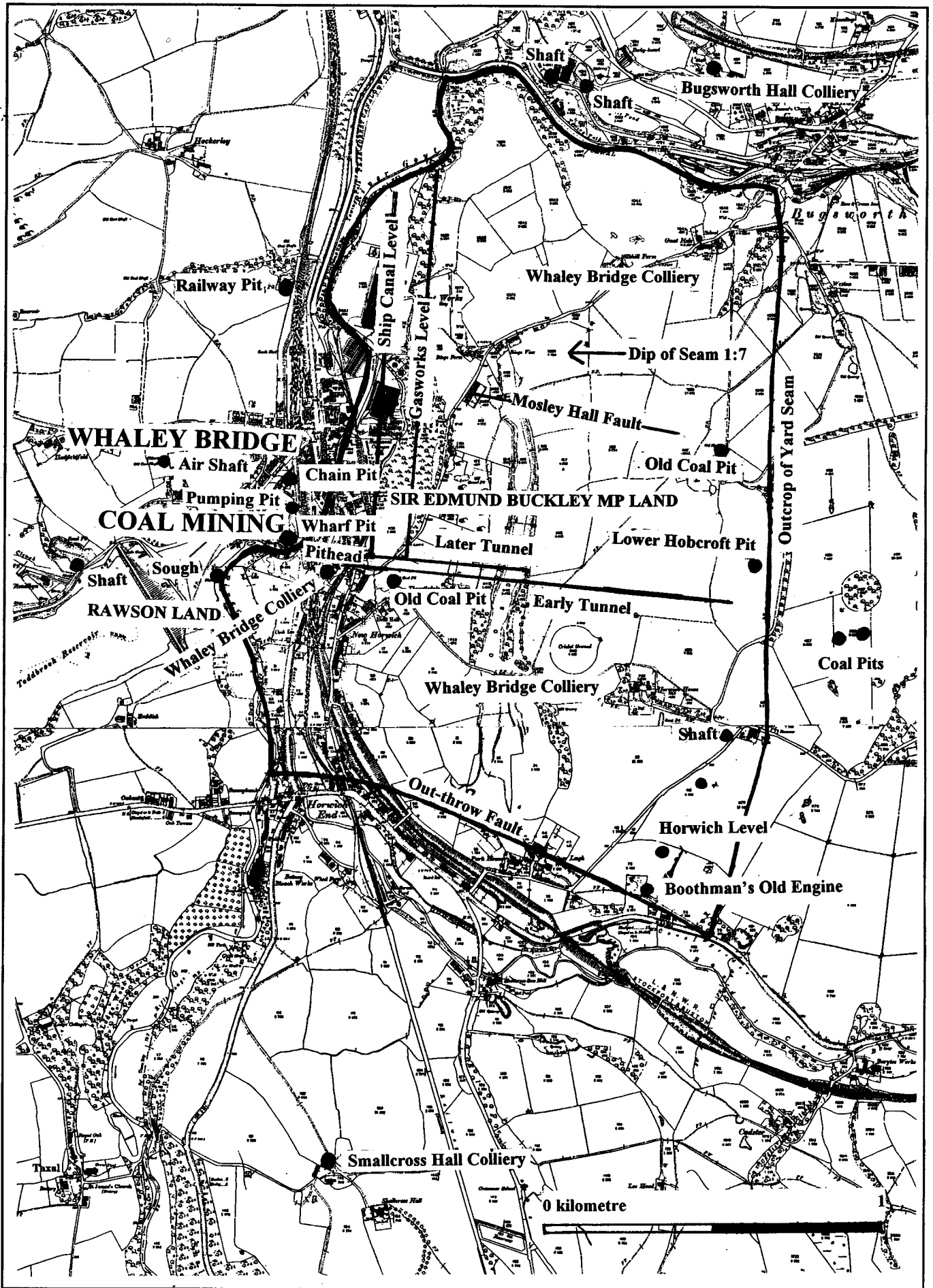


Fig. 2. Coalfield outcrop and main collieries, levels and shaft locations near Whaley Bridge. Based on 1:2500 2nd Edition OS, with permission of Digital Archives Ass.

It appears from the next entry that the coal was not particularly from a 'rich' part of the Yard Seam

Saw Mr. Hubbersty today; he asks for the thickness of Buckley's Thin Coal . . . January 16th 1899.

Mrs. Griffith's Coal and the Duchy's Coal. The references to these two areas refers to land leased from the respective owners. The 'Duchys Coal' is obviously from land belonging to the Duke of Devonshire and 'Mrs. Griffith's Coal' is a reference to the Hon. Mrs Griffith's, whose first husband was Mr. Thomas Guy Gisbourne MP (Bunting 1940). From the following entry it is possible that the two areas of coal were situated in close proximity to one another

. . . assisted Mr. Walshaw, Mr. Eagle and Mr. Chapman in surveying Mrs. Griffith's and the Duchy's Coal Workings. October 17th 1898.

Kirk's Coal. Entries in the diary seem to indicate that this coal was in the proximity of the Ship Canal district

I have examined workings in the 'Ship Canal' Kirk's Coal... April 19th 1898.

and

Examined the workings in the Ship Canal. Messrs. Morris & Co. surveyed Kirk's Coal. June 28th 1898.

WORKING IN THE YARD SEAM TO THE SOUTH-WEST OF THE PITHEAD

Rawson's Coal. The diary records working in this area (centred SK 010 811) which was known as 'Rawson's Coal' after the owner of the land and is shown on Abandonment Plan no. 5636A (see Appendix 1, Fig. 1 and Fig. 2). It features on numerous occasions throughout the diary, the details of which follow

Examined the old workings in Rawson's Land. April 14th 1898.

It is clear from this entry that work was going to start in this area within the Yard Seam. As work progressed a 'brow' was constructed to enable the coal to be mined. This 'brow' caused problems for the colliers and this is recorded thus

J. Fox, Atkin, Hill and ??? came out of the pit early in the Morning refusing to work because of the steepness of the Brow in Rawson's Coal. August 3rd 1898.

This problem was resolved within the next two days

A New Wallow made for Rawson's Jig Brow. August 4th 1898.

and

Fixed a Wallow up in Rawson's Jig Brow. August 5th 1898.

In the Midlands coalfield a 'wallow' was a hand winch or stowes and it seems that Mr. Harvey as applied this term to such an item installed at this colliery to aid the ascent and descent of wagons on this obviously steep incline 'jig'.

As was stated earlier it appears that the area of 'Rawson's Coal' was under development and this is substantiated:

Assisting Mr. Chapman to survey the headings through Pillars in Rawson's Coal... October 12th 1898.

and

Holiday in Big Mine except the Gas Works Level and 2 men in Rawson's Coal cutting a thrill through Pillar. October 22nd 1898.

The above reference to a 'Thrill' could be Mr. Harvey's term for a short passage more commonly called a 'Thurl' which was constructed to aid ventilation.

WORKINGS IN THE RED ASH SEAM

Although the 'Little Mine' is frequently mentioned throughout the diary little comment can be made regarding the workings within this seam (see above).

WORKINGS IN THE WHITE ASH SEAM

The workings in the 'Smithy Mine' are only mentioned for the first two months from the commencement of the entries in the diary and it appears that very little, if any, work was carried out within this seam. This is substantiated by the following entries that seem to indicate either an 'un-safe' way of working or a general 'run-down' state of the seam

Examined the 'Smithy' Coal Working - Ventilation unsatisfactory, spragging and Propping neglected. March 17th 1898.

and

Went round the 'Smithy' seam. Measured the Ventilation. Found the Counter Heads blocked up by falls and old working places unfenced. March 25th 1898.

ENGINES AND ASSOCIATED EQUIPMENT

The diary contains a lot of information concerning the equipment used in the everyday life of the colliery.

Boilers. From the diary entries it is clear that three boilers were in use at the colliery and from the following inspection report all were linked

We note our recommendations re fitting a reducing valve between No.1, 2 & 3 boilers has not yet been carried out. March 14th 1898.

What type of boilers were used is not recorded or known, though a 'Lancashire' type would have been usual.

Little Winding Engine. This is recorded on two occasions, as follows

Changed the Hemp Rope off the Little Winding Engine onto the Little Crab. April 14th 1898.

and

Put a new wire capstan rope on the Little Winding Engine. May 17th 1898.

It appears from the above entries that this engine was being equipped with stronger rope perhaps to enable them to wind from greater depths or with heavier loads, albeit this remains unproven.

An interesting entry concerns the materials used to insulate the cylinder belonging to this engine

G. Dawson covering the Winding Engine Cylinder with composition - clay, cow dung & Paris Plaster. August 23rd 1898.

Pumping Engine. Although this item is mentioned frequently throughout the diary it is not clear what type of engine this was, although it was presumably steam-powered. Many items connected to this apparatus are recorded and these include-bucket rings, slide plates, clacks, top lift, cross head, ram in pump shaft and the bottom rod in the bucket lift i.e. pumps were the usual bucket lift with ram or plunger pump(s) in the shaft above. Unfortunately it is impossible from the details given to determine the type of engine in use, but it is clear from the following that Mr. Harvey was considering obtaining a perhaps larger and better pumping engine for this colliery

Went with A. Williamson to look at the large Pumping Engine at Poynton. Diameter of Cylinder 80" Length of Stroke 10'. August 30th 1898.

This engine has now been identified as the one from the Lady

Pit at Poynton in Cheshire. The engine was known locally as 'Big Ned' (D. Kitching. Pers. Comm.).

The engine in use at Whaley Bridge Colliery suffered many problems, for example:

The Packing in the Ram of Big Pump got wrong and had to be attended to. July 21st 1898.

and more seriously

A pump rod broke today (the new rod next the dagger) at 12.30 noon. The men started to get the broken pieces out at 1.00 pm and it took them till 1.30 am to get them out. January 16th 1899.

While the colliery was experiencing these problems with the pumping apparatus the following item was put into use to pump the water from the Ship Canal Level within the Yard Seam

The Screw Lift was used. It took 5 hours. January 3rd 1899.

This seems to be a reference to an 'Archemedian Screw' or similar device. Another type of pump that is briefly mentioned is the following

J. Bird took two of the ramrods out of the 'Three Throw' Ram Pumps and repaired them. May 5th 1898.

Pumps are also recorded on the Gas Works and Lower Sodom Levels although it is not known what type these were.

Tippler. This is mentioned on two occasions

Banksmen fixing the new gantry for the Tippler. July 16th 1898.
and

Fixing the New Tippler at the end of the Engine House. July 19th 1898.

The 'gantry' recorded in the first entry could refer to a structure which enabled the 'tippler' to mechanically or manually tip loaded wagons of coal down chutes or screens into waiting standard-gauge wagons on the Cromford and High Peak Railway (CHPR) which had a series of sidings running into the colliery yard.

SHAFTS

Ladder Shaft. The following entries concern this feature

The holes in the shaft side between the Ladder Pit and the Pumps Pit built up. October 15th 1898.

and

... attended to the bricking up of the hole between the Ladder and Pump Shafts. October 22nd 1898.

These entries imply that the two shafts were very close to one another and separated by a short distance. None of the plans or documents seen by the writer show the location of the ladder shaft at the pithead, the only shafts recorded are the winding, pumping and balance shafts. It is therefore possible that the reference to the ladder shaft is in fact referring to a ladderway within the main winding shaft.

Engine Shaft. Strangely this shaft is only definitely mentioned on one occasion within the diary

Went down the Engine Shaft. June 10th 1898.

The following entry could be a reference to a feature located within the Engine Shaft

The Platform at the Little Mine was repaired. September 10th 1898.

The Engine Shaft was sunk 127 yards deep to the Yard Seam and it is possible that the above entry refers to a 'landing' in the shaft at the Red Ash Seam horizon.

VENTILATION

The everyday duty of the manager and deputies was to check the ventilation within the workings of the mine. This aspect is obviously mentioned frequently throughout the diary the most important entries of which are the following

I ordered a Check Cloth to be put up beyond a Door on the level. March 18th 1898.

The 'level' referred to in this entry is the 'Ship Canal' level within the Yard Seam. The 'Check Cloth' is a way of measuring the airflow and the 'Door' is obviously a door that is used to control the same. A later entry refers to another area of the mine that suffered from poor ventilation

Put a Cloth up in Rawson's Coal. July 29th 1898.

The following entries refer to a better system of ventilating the colliery workings being installed

Joe Turner and R. Beard clearing the ground for pipes to be laid from the Ladder Pit to the chimney flue. October 8th 1898.

and

Joe Turner cutting ground out for Air Pipes. October 10th 1898.

I measured the air passing thro' the pipes to the chimney flue and found a velocity of 1250 ft per min. November 5th 1898.

It is possible from the above entries that these pipes were laid to the chimney to create a stronger flow of air within the colliery. At the start of 1899 it is clear from the following entry that a new ventilation scheme was being considered. Unfortunately the entry gives no specific details:

I went to Buxton to discuss the Ventilation scheme with Mr. Hubbersty. February 6th 1899.

MALPRACTICE AND ACCIDENTS

Like all collieries Whaley Bridge Colliery had its share of mishaps, some of which ended in fatalities. The diary contains numerous references to such aspects and nearly all seem to relate to bad working practices by the colliers. It also seems that there was a constant battle between colliers and masters over such issues. These aspects are listed as they appear in the diary (along with the seam) to give the reader an idea of the scale of the problem at this colliery (mainly at Big Mine) over a short period of time.

Long Wall place working without timber. March 16th 1898.

Found the men very negligent in setting props and sprags. March 22nd 1898.

George Johnson had a miss shot in Rawson's Coal. July 6th 1898.

George Johnson confessed to drilling the missed shot out. July 7th 1898.

John Andrews got lamed on the Lower Sodom Level. He was walking in the level to examine that District and met Harry Dronfield coming out with 2 loaded wagons, and had not time to get out of the way before they were on him. July 20th 1898.

C. Bagshaw examined No.2 District with a naked light. August 10th 1898.

I found Cope & Co. shops holed 2'6" deep the whole width (4 yds) and no sprag set. The Deputy D. Rhodes had passed it by two exams. T. Rhodes & Co. was sent out of the pit on the afternoon shift for working under bad roof and no props set. F. Stones sent them out. August 11th 1898.

I found George Johnson and Jas. Bagshaw holing without Sprags being set in Rawson's Jig Brow. August 19th 1898.

T. Rhodes aged 22 years and Geo. Wild aged 30 years got killed by a fall of stone. August 23rd 1898.

Mr. Stokes HM Inspector came to look at the place on the Gas Works Level where T. Rhodes and Geo. Wild got killed. I went with him and Jno Andrews. The Inquest was held at the Shepherds Arms at 3.30. The Inquiry lasted until 6.45pm. Verdict: Accidental. August 26th 1898.

Found T. Jodrell and J. Fox's powder tins left in the Mine. August 24th 1898.

and at other places

Spragging and Propping neglected. March 17th 1898.
(Smithy Mine)

Instructed the Men to use clay for stemming and to use proper stemmers in place of the Hammer shaft which they are now using. September 22nd 1898. (Little Mine)

Herbert Dronfield got hurt with the Crab handle. January 30th 1899.
(at surface)

It is clear from the above entries that bad working practices were present throughout every seam worked by the colliery and the colliers seem to be at fault in the majority of cases. The reason for this could simply be that they worked under a 'piece-work' system so 'cutting corners' enabled them to cut more coal and therefore earn more money. Although on at least one occasion this 'corner cutting' seems to have prematurely cut short two young colliers lives. It is also important to note that a deputy in charge of ensuring the Colliery Regulations were strictly adhered to was at fault on one of the occasions noted above i.e. August 11th 1898.

WEATHER CONDITIONS AND THEIR IMPACT ON THE COLLIERY

The diary contains numerous entries concerning the local weather conditions and their impact in the everyday working of the colliery. The following are the most interesting

Ceased winding coal at 10am on account of the snow blocking the Railway Wagons. November 23rd 1898.

The 'Railway' referred to in this entry is the Cromford and High Peak Railway (CHPR) that ran adjacent to the pithead. An entry for the following day refers

Filled 24 Railway Wagons before 2pm. November 24th 1898.

From the above it is clear that even though no coal was raised for the greater part of November 23rd, production continued underground and it is possible that this produce was 'stockpiled' underground near the winding shaft, ready to be raised when the weather permitted.

The weather also caused problems below ground with flooding in the lower levels of the mine within the Yard Seam. These are noted on several occasions by Mr. Harvey and are as follows

I found no Ventilation in the Ship Canal district on account of the water roof in the Pump Hole which is the Intake. December 27th 1898.

It is clear from the above entry that the 'Pump Hole' was part of the ventilation system for the lower parts of the mine. The exact location of this feature is not known, but it is possible that it is a reference to the sump at the bottom of the Pumping Shaft.

A slightly later entry highlights another area of the Yard Seam that was having trouble with flooding

Rawson's and Ship Canal men at play because of the water. January 2nd 1899.

The following day another entry could possibly highlight some friction between the colliers and Mr. Harvey

The Ship Canal men at play again because of the water on the level. They could have worked if they had been disposed. January 3rd 1899.

It is clear from the terminology used that Mr. Harvey considered the Ship Canal district suitable to be worked, and the colliers thought otherwise. Rawson's Coal district to the SW of the winding shaft suffered from flooding again on Jan. 4th, 30th and 31st.

MASTERS AND MEN

The following 46 men are named in the diary;

Company Manager - Mr. H. Hubbersty

Mine Manager- John Wesley Harvey

Deputies- F. Stones, C. Bagshaw, John Andrews, David Rhodes,

Colliers- T. Boothby, ? Ashby jun., ? Ashby sen., ? Bennet, ? Walker, T. Rhodes, ? Woolley, J. Drabble, T. Bradley, T. Hill, W. Southern sen., W. Southern jun., George Johnson, A. Ford, Harry Dronfield, J. Fox, ? Atkin, ? Hill, ? Cope, Jasper Bagshaw, George Wild, J. Bird, T. Jodrell, Joe Turner, R. Beard, George Rhodes, R. Marshall, Herbert Dronfield, ? Haughty, ? Morris, E. Rhodes, W. Bagshaw, G. Dawson, J. Ashmore, G. Jackson, Alfred Mellor, A. Williamson, Percy ?, Mr. Stamper jun.,

The above is not a comprehensive list of the colliers employed at the mine and many remain un-named. The Mineral Statistics list of coal mines compiled from 1896 onwards concerning Derbyshire notes that during 1898 and 1899 the following manpower was recorded for Whaley Bridge Colliery,
1898 123 (110 underground - 13 surface)
1899 130 (117 underground - 13 surface)

FINAL REMARKS

The colliery continued to work until January 11th 1911 when the coal reserves to the east of the River Goyt became exhausted (Leach 1992). Even though Mr. Harvey's diary only covers the period March 1898 – February 1899, it gives a good insight into the everyday life of the colliery. The whereabouts of any later diaries compiled by Mr. Harvey are not known. It is surprising that information regarding this colliery with a lifespan of 96 years and the largest of its kind in Whaley Bridge, is little known and subsequently documented. It is hoped that this paper will help to correct this aspect and provide yet another 'piece to the jigsaw'.

ACKNOWLEDGEMENTS

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Whaley Bridge Colliery. 18 Inch Mine. Whaley and Horwich Tunnel. Abandonment Plan No. 1721. c.1885. Mining Records Office, Mansfield.

Whaley Bridge Colliery. 18 Inch Mine. Horwich House Level. Abandonment Plan No. 1721. c.1885. Mining Records Office, Mansfield.

Whaley Bridge Colliery. 16 Inch Mine – White Ash Seam. Abandonment Plan No. 5636A. n.d. Mining Records Office, Mansfield.

Whaley Bridge Colliery – Wharf Pit. Yard Mine. Abandonment Plan No. 4053. c.1900. Mining Records Office, Mansfield.

Whaley Bridge Colliery – Wharf Pit. White Ash Mine. Abandonment Plan No. 4053. c.1900. Mining Records Office, Mansfield.

Chris Heathcote

APPENDIX 1

The following details contained on the various documents relating to this colliery have been used in compiling the above paper. All of these details will be given along with grid references for use with the Ordnance Survey Outdoor Leisure 1:25 000 Dark Peak Area map covering the Whaley Bridge area (also see Figs. 1 -2).

Plan No. 1721

Buxton Lime Company February 21st 1885
WHALEY BRIDGE COLLIERY 18 INCH MINE
WHALEY AND HORWICH TUNNEL

Old Coal Pit at SK 0133 81132 to W of Throstledale
Airshaft at SK 0210 8076 to SE of Horwich House
Airshaft at SK 0210 8070 to SE of Horwich House
Shaft at SK 0192 8075 to S of Horwich House
Old Coal Pit (Mosley Hall) at SK 0209 8145
Coal Pit and Tramway to Barren Clough, Bugsworth at SK 0252 8159 to W of Higher Portobello
Old Coal Pit at SK 0265 8130 to SW of Higher Portobello
Coal Pits at SK 0278 8129 to SW of Higher Portobello
Coal Pit (Horwich Level) at SK 0189 8055 to S of Horwich House
Coal Pit (Whaley Tunnel?) at SK 0190 8046 at Boothman's Old Engine Pit

Plan No. 1721

Buxton Lime Company February 21st 1885
WHALEY BRIDGE COLLIERY 18 INCH MINE
HORWICH HOUSE LEVEL
Earliest recorded working August 1874
Last recorded working June 1880

Level Entrance at SK 0189 8055 to S of Horwich House
Pit 29 yards deep to 18 inch Mine at SK 0192 8075 to S of Horwich House
Thin coal and bad roof shown to E of Horwich House

Plan No. 5636A

Signed by John Wesley Harvey n.d.
16 INCH MINE WHITE ASH SEAM
Earliest recorded working July 1862
Last recorded working February 1877

Sir Edmund Buckley MP land shown to NE of pithead at SK 0150 8130
Rawsons land shown to W of pithead at SK 0104 8118
Old Tunnel from pithead E into Yard Seam at River Level
Later Tunnel from pithead E into Yard Seam, in 18 inch Mine, 65 yards deep in shaft
Upcast Shaft on Bings Road at SK 0127 8112
Winding Pit (36 yards?) at SK 0122 8117
Pumping Pit at SK 0122 8117
Balance Pit at SK 0122 8117
Fault 'Throwing coal entirely out' on southern boundary of workings from SK 0190 8046 (Boothman's Old Engine Pit) to SK 0103 8075 (Reddish Fault – see plan no. 4053)
Air Pit to N of Old Tunnel (see above) down to Yard Mine

Plan No. 5632A

Signed by John Wesley Harvey n.d.
WHALEY BRIDGE COLLIERY – YARD MINE
Earliest recorded working January 1868
Last recorded working February 1876

Winding Pit at SK 0122 8117 127 yards to Yard Coal 65 yards to 18 inch Mine
Pumping Pit at SK 0122 8117
Balance Pit at SK 0122 8117
Old Tunnel from pithead E into Yard Seam at River Level

Later Tunnel from pithead E into Yard Seam, in 18 inch Mine, 65 yards deep in shaft

Upcast Shaft on Bings Road at SK 0127 8112
Old Pit 70 yards deep to Later Tunnel
Air Pit from 16 inch Mine to Yard Mine N of Old Tunnel
Mosley Hall Fault at SK 0190 8150 to NW of Mosley Hall
Outcrop of Yard Coal to E of Mosley Hall and Horwich House
Slant Brow 120 yards long at SK 0170 8110 E of Throstledale
Dip of Mine 1 in 7 E of Horwich House
Boothman's Old Engine Pit at SK 0190 8046 60 yards to Yard coal 'Out-Throw' fault to W

Plan No. 3874

18 INCH MINE – RED ASH SEAM
Property of the Trustees of Thomas Guy Gisbourne Abandoned February 13th 1877
Coal worked out
Signed by A.H. Stokes HM Inspector of Mines January 6th 1899
H. Hubbersty
J. Loudon Strain O.E. Court House Chambers, Buxton, Derbyshire
Earliest recorded working August 1867
Last recorded working August 1875

Winding Pit at SK 0122 8117
Pumping Pit at SK 0122 8117
Balance Pit at SK 0122 8117
Upcast Shaft on Bings Road at SK 0127 8112
Old Tunnel at level of Drainage Tunnel to River Goyte – 15 yards from surface in shaft
Later Tunnel at level of Red Ash Seam in shaft – 67 yards from surface in shaft
Coal thin and bad roof to E of pithead under Throstledale at SK 0142 0115
Hollows (old works) to S of Horwich House at SK 0190 8052
Sir Edmund Buckley MP land to N of Throstledale at SK 0150 8130
Level Mouth (Horwich Level) at SK 0189 8055
Level Mouth (Whaley Tunnel?) at SK 0190 8046
'Out-Throw' Fault to S of pithead from SK 0190 8046 W to SK 0103 8075 (Reddish Fault- see plan no. 4053)
Ground S of pithead to 'Out-Throw' Fault noted as 'Worthless, not in lease'

SECTION OF STRATA

Grey Bind and Shale 17 yards-----Old Tunnel
9 inch Coal
Fine Clay 2 yards
Grey Bind 6 yards
Coal – a few inches
Stone 2 yards
Grey Bind 4 yards
White Stone 6 yards
Shale 30 yards
18 inch Coal Red Ash Seam Worked out-----Later Tunnel
Stone 8 yards
Shale 12 yards
16 inch Coal White Ash Seam or Smithy Mine Still working
Stone 6 yards
Shale 4 yards
9 inch Seam Not worked
Stone 4 yards
Shale 6 yards
Stone 7 yards
Shale 13 yards
Big Seam Yard Coal Kiln Coal 4 feet 6 inches Now working
Gritstone Rock
Depth 127 yards

Plan No. 4053

**WHALEY BRIDGE COLLIERY - WHARF PIT
YARD MINE**

O.S. 25 inches to 1 mile c.1899 Sheet VIII II

L. & E. Hall 6th February 1885 to 17th November 1900

Wm. Eagle & Sons. Mining Engineers, 37 Brown Street, Manchester. December 1900

Dip of Mine 1 in 8 to E from Whaley Hall

Ancient Workings to W under Hadfieldfold, Hockerley, Reddish Farm.

Dip of Mine 1 in 8 W of Canal Wharf 1 in 10 under Canal Wharf

4 (Roll) Faults between Railway Pit and Hockerly

'Upthrow' Fault to S at SK 0090 8087 near Reddish Farm (SSE direction)

'Upthrow' Fault to S at SK 0110 8210 near Hockerley (NE direction) (4 feet down to S)

Fault at SK 0079 8179 in clough to S of Hockerley (NS direction) (1 foot 6 inches down to W)

SECTION OF RAILWAY PIT

Soil 1 foot

Stiff Clay 2 yards

Fine Sand and Clay Bands 7 yards

Coal - rubbish 1 foot 6 inches

Rock 3 yards

Crow Shale 12 yards

Strong Shale 25 yards

Red Ash Coal 1 foot 4 inches

Rock 7 yards

Shale 13 yards

White Ash Coal - about 1 foot

Floor 3 yards

Rock 8 yards

Shale 3 yards

Coal 1 foot

Rock 5 yards

Shale 8 yards

Rock 5 yards

Shale 13 yards

Yard Coal 4 feet 6 inches

Depth 118 yards

Plan No. 4053

WHALEY BRIDGE COLLIERY - WHARF PIT

WHITE ASH MINE

O.S. 25 inches to 1 mile c.1899 Sheet VIII II

L. & E. Hall 17th March 1876 to 5th October 1887

Wm. Eagle & Sons. Mining Engineers, 37 Brown Street, Manchester. December 1900

Dip of Mine 1 in 8 to E from Whaley Hall

Old Shaft 55 yards deep to Old Horse Road at SK 0110 8132

Ancient Workings to the W under Reddish, Whaley Hall, Whaley Lane and N of

Railway Pit at SK 0110 8180

SECTION OF WHARF PIT

Shale 40 yards

Red Ash Coal 1 foot 8 inches

Rock 7 yards

Shale 13 yards

White Ash Coal 1 foot 8 inches

Rock 4 yards

Shale 4 yards

Coal 9 inches

Rock 5 yards

Shale 8 yards

Rock 3 yards

Shale 15 yards

Yard Coal 4 feet 8 inches

Depth 100 yards

O.S. 25 inches to 1 mile c.1899 Sheet VIII II

Wm. Eagle & Sons. Mining Engineers, 37 Brown Street, Manchester.

Chain Pit to Horse Road at SK 0110 8132 to N of Wharf Pit

Pumping Pit at SK 0118 8130 to NE of Wharf Pit

Sough at SK 0093 8115 to S of Brookfield House

Air Shaft at SK 0053 8142 to E of Hadfieldfold

Shaft to Yard Coal near Mosley Hall

Bugsworth Hall Colliery 40 yards to Yard Coal

Lower Hobcroft Pit? At SK 0219 8117 NE of Horwich House

Coal Pit & Tramway to Barren Clough, Bugsworth at SK 0252 8159, W of Higher

Portobello

Two Sheds Coal Pit c.1876 at SK 0265 8130

Coal Pit E of Two Sheds at SK 0278 8129

Pits to Yard Seam at SK 0212 8091 E of Horwich House

Shafts at Bugsworth Hall Colliery at SK 0219 8229 & 0218 8222

Shaft at SK 0181 8225 E of Britannia Mill

Shaft at SK 0169 8225 W of Britannia Mill.