

COLLIERY SCRAP BOOK

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**ACCIDENTS AND INCIDENTS IN ST. HELENS
COLLIERIES**

**ALEXANDRA, ASHTONS GREEN, BISPHAM HALL, BOLD,
BLACKBROOK, BROAD OAK, CITY COLLIERY (WINDLE), CLOCK
FACE.**

Compiled by

IAN WINSTANLEY

These notes have been compiled from St. Helens, and Wigan Newspapers, magazine and periodical articles and official and unofficial sources.

They are 'notes' and any errors, inaccuracies and mistakes are mine.

Ian Winstanley, Jan. 2001.

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KEY

PR Prescott Reporter.
WO Wigan Observer
WE Wigan Examiner
St.HSTD St. Helens Standard
St.HN&A. St.Helens Newspaper and Advertiser.
WO Wigan Observer
CG Colliery Guardian
MIR Mines Inspectors Report

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ALEXANDRA COLLIERY.

Situated on the corner of Alexandra Street and St. John Street. This colliery was sunk in 1867 by Pilkington Bros. The St. Helens Standard records that on 4th. November 1867:- 'A new pit was sunk and in honour of the Princes of Wales was called the Alexandra Pit'. The Princess of Wales visited the colliery during the sinking. The colliery was mentioned in the Inspector's Reports for 1873, 1888 and 1894.

The earliest reference to the colliery is the Diary Of Roger Whyte 1833. Whyte was employed by the Pilkingtons to prospect for coal close to Dentons Green and coal was got in February. 1845 but the colliery did not work for long. Pilkingtons then sunk a pit in Eccleston in the early 1850's and purchased the remains of the St. Helens colliery in 1857. In 1863 a shaft was sunk to the Rushy Park seam.

The Alexandra colliery was situated at the corner of Alexandra Street and St. John Street. The colliery was sunk in 1867 by Pilkington Brothers.

There was an earlier colliery on the site and it was mentioned by Roger Whyte in his diary in 1833. Whyte was employed by Pilkingtons to prospect for coal close to Dentons Green and coal was extracted in February, 1845 but this colliery did not work for long.

1st. May 1866.

Joseph Webster, aged 51 years, was getting timber when a stone inflicted a wound above his knee. He did not consider it dangerous at the time but some weeks later the wound suppurated and he died in hospital on the 17th. July. (MIR).

4th. November, 1867.

A NEW PIT SUNK.

A new pit was sunk in honour of the Princess of Wales and called 'Alexandra Pit'. The Princess visited the colliery during the sinking.' (St.HStd.)

25th. April, 1867.

Thomas Aspinall aged 62 years, a collier, was killed as he was pulling back and the roof came in bodily capping props as it did so. The fall was caused by some slips in the roof. (MIR).

20th. March, 1869.

BREAKING OF RULES.

At St. Helens Court, James Welding was charged with descending on top of the cage which was against the Colliery Rules at the Crop Pit of the Alexandra Colliery. Mr. Marsh prosecuted and William Hobden, the manager of the underground pit read the Rules. George Rothwell, the fireman said that on that Saturday evening, it was his duty to see that the men came out of the pit by seven and no one was allowed to ascend before that time. Water was being wound at the time and Mathias Goulding, the engineer in charge of the winding engine, gave evidence that he knew the defendant. He lowered the cage a little lower than usual to let it go into the dib hole. he then heard four knocks and then raised the cage to the place where the men got on. He then heard three knocks and raised the cage to the surface. When the cage stopped at the surface, he saw the man on the top of the cage. William Swift, the banksman also gave evidence. The case was found proved and the accused was fined 20/- (£1) plus costs. (St.HStd).

17th. July, 1869.

FATAL ACCIDENT.

On Monday a serious accident took place at the colliery in Thatto Heath. Two lives were lost and there was injury to three others in the Rushy Park Mine. It appears that the men were employed on repairing roads. Monday was pay day and the men were making use of overtime to prop the roof under the directions of Joseph Hobden, the fireman. At 7 a.m., all was going well but the accident occurred at 8 a.m. They were excavating to fix some props when a large mass of earth fell without warning and buried the men. The underlooker and the fireman were quickly on the spot and removed the injured to the surface where Dr. Gaskell gave them prompt attention.

The dead were Robert Rylance of 3, Liverpool Road and Peter Ashall, a dataller of 33, Park Road. Both were married men with large families. The injured were Robert Leyland and Thomas Holden, both colliers, and John Miller, a pony boy. The inquest was held under the

direction of Mr. Grimes, Deputy Coroner at Smithy Brow. The jury returned a verdict of 'Accidental Death.'

4th. April, 1868 (PR).

Man Killed In Colliery.

On Saturday night or early Sunday morning, an aged man named George Parr who was engaged as a furnaceman at the Cross Pit of Messrs. Pilkington was killed. At 9 p.m. on Saturday he descended the pit for the night and was the only man down the pit. When he got to the bottom he gave the signal 'All right' and the cage ascended. On Sunday morning his body was found at the bottom of the shaft under the cage and very badly crushed and appeared to have been dead some hours. During the night the cage went up and down the shaft every ten minutes to balance a pumping bucket. It is supposed that the cage, in one of its descents, crushed the man under it. He was about 68 years of age and a widower.

7th. November, 1868. (PR)

Accident At St. Helens Colliery, Three Killed.

The Alexandra colliery was ventilated by two shafts with a furnace suspended half way down one of them. At the beginning of the previous week the chain which suspended the furnace broke and live coal set fire to the coal at the shaft bottom but it was much later that it was found to be on fire and the smoke permeated the air in the pit. The underground manager, John Campbell, Mr. William Naylor, the underlooker and William Foster, a wagoner went into the pit to warn the workmen to come out. They went through the smoke to where the atmosphere was better and warned the men working there. They got out of the pit safely. The party went further into the pit and as they did not return there was great anxiety for their safety. Their bodies were recovered the following Tuesday.

11th. July, 1868. (St.HN&A)

Breach of Colliery Rules.

Thomas Manley was summoned for a breach of rules at the Alexandra colliery where only safety lamps were used. the accused did not appear and the underlooker stated that on the 25th June he as told by Peter Marsh that the accused was smoking in the stables and had taken the to off his lamp. Peter Marsh was about 11 years of age and had never been to school and showed the most deplorable ignorance in court. The chairman considered the case and found that he had reason to doubt the boy's evidence and they found that they could not convict on the gross ignorance the boy had displayed.

17th. July. 1869. (PR).

Colliery Accident At St. Helens.

On Monday morning an accident took place at Pilkington's Alexandra colliery in which two men were crushed to death and three others were badly injured. Part of the working had for some time required timbering. This could not be done without stopping the work of the mine so it was decided to do the work on a Monday as it was reckoning day Robert, Rylance, Peter Ashall and Thomas Hopton and Robert Leyland and John Mellor, a boy were to do the work and they were in the charge of Joseph Hopton, fireman. They started about 7 a.m. and everything seem satisfactory for about half an hour when they needed some timber and the fireman went to the shaft to find some. The roof suddenly weighted and became displaced Rylance and Ashall were caught and immediately crushed to death. The remaining three got out alive but were very badly bruised about the body but were able to leave the mine and go home.

4th. November 1867.

The local press recorded the fact that a new pit was sunk and in honour of the Princes of Wales was to be called the Alexandra Pit. (St.HStd)

25th. April 1887.

Thomas Aspinall aged 62 years, a collier was killed as he was pulling back and the roof came in bodily capping props as it did so. This was caused by some slips in the roof. (MIR).

20th. March 1869.

Breaking Of Colliery Rules.

James Welding was charged by descending the shaft on top of the cage which was against the Colliery Rules at the Crop Pit at the Alexandra colliery. Mr. Marsh prosecuted the accused and

William Hobden the underground manager of the pit read the Rules of the Colliery and said that the accused had broken the first rule of the colliery.

George Rothwell, the fireman said that on Saturday evening it was his duty to see that all the men came out of the pit by seven and no one was allowed to ascend before that time. Water was being wound at the time and Mathias Goulding, engineer and in charge of the winding engine, said he knew the defendant and said the cage was lowered a little lower than usual into the dib hole. he then hear four knocks and raised the cage to the place where the men got on. he then heard three knocks and raised the cage to the surface. When the cage stopped at the surface he saw the man on the top of the cage. William Swift the banksman also gave evidence. The case was found proved and the accused was fined 20/- plus costs. (St.HStd).

17th. July, 1869 St.H STD.

Fatal Accident.

On Monday a serious accident took place at the colliery in Thatto Heath. Two lives were lost and there was injury to three others in the Rushy Park Mine. It appears that the men were employed to repair roads and Monday was pay day and the men were making use of overtime to prop the roof under Joseph Hobden the fireman. At 7 a.m. all was going well, The accident occurred at 8.30. They were excavating to fix props when suddenly a large mass of earth fell and buried the men. the underlooker and the fireman were on the spot and removed the injured to the surface where Dr Gaskell gave prompt attention The dead were Robert Rylance of 33 Liverpool Road and Peter Ashall dataller of 33 Park Road. Parr. Both were married men with very large families. The injured were Thomas Holden and Robert Leyland and both colliers and John Miller a pony boy. The inquest was held on Wednesday under Mr. Grimes the deputy coroner at Smithy Brow and the verdict was accidental death.

7th. August, 1869 ST. H STD.

Dangerous Act by Reckless Collier

James Pate collier was charged with pulling down a gob in the pit. Mr. Marsh prosecuting said that the act was punishable by transportation but he could be charged within the bye-laws of the colliery. A gob was reported to have been a piece of wood supporting the roof and he knocked it down as an act of bravado which caused a large fall. William Hobden the underlooker said the it was pulled down because he said that it interfered with the ventilation. Nineteen people were out of work until the place was repaired Pate was found guilty and sentenced to two months in prison with hard labour.

30th. April, 1870 (PR)

Swindle At Colliery.

A man named Richard Heathcote was charged with stealing tubs from Messrs. Pilkingtons colliery. The underlooker said that the accused presented a tally representing £1.10s.2d. which he paid him. A man named Thomas Winstanley was entitled to the money. When the prisoner was asked about he said the man had gone off to Walton and could not be present. William Hopton, colliery agent, said that it was his duty to examine Heathcote's books in which he found two Thomas Winstanleys and he had access to the keys which secured the tallies. He was found guilty and sent to prison for two months.

9th. March, 1872. (St.HN&A)

Fatal Accident At Colliery.

On Saturday William Mather employed at Messrs. Pilkington's colliery was killed by being run over by wagons. He was pushing the last wagon of coal along the road when the balance rope broke and he was caught between the full and empty wagons and was thrown down and run over the wagon crushing his head and back. The deceased was only 17 years old.

MIR

16th. April, 1873

Joseph Pickavance aged 22 years, collier was killed by a fall of roof in the Rushy Park Mine.

MIR

22nd. October, 1879.

Serious Overwinding Accident

There was an overwinding accident at the colliery which resulted in the loss of seven lives when Joseph Naylor was in charge of the engine. William Eccleston of 4, Crabb Street, St. Helens, had worked in the pit for nine days and was one of nine who descended the pit at 5.40 a.m. The banksman, Martin Mullen knocked twice to the engine house and immediately the knocks were heard the cage began to ascend. Eccleston saw that the cage was going too high and he shouted to knock 'Hold' and at once jumped out of the cage. In jumping he knocked down the banksman and he heard the cage go. He thought the cage was about four yards above the mouth when he jumped and after that it seemed to him to go faster.

Martin Mullen, the banksman of Copperas Street, St. Helens and had been on duty at 5 a.m on the morning of the accident. He had sent three cages of men down without incident. Nine men entered the fourth cage load from the Thatto Heath side to be sent down. The catches were set back and he knocked 'Down'. He then turned to chalk the number on the board when he heard an alarm and looked round to see the cage creeping up. He shouted to the enginemen who he thought did not hear him and ran to the bell line. He had no time to knock before Eccleston and another man fell on top of him. He was stunned but managed to crawl to the cabin but did not see what became of the cage. He said that there was no light on the bank other than one in the cabin and that the engineman would not be able to see the cage. The gas light at the top of the pit had not been working since the summer and the banksman had seen men down by the light of his lamp. Mullen said that Naylor had been the engineman at the pit for eight or nine years and had never before made a mistake. He was a sober and steady man who had the confidence of the men.

Henry Swift was the other engineman and Naylor relieved him at 5 p.m. Everything was alright at the time and the engine was working perfectly. At 6 a.m the following morning Swift went to work and Naylor said to him, "I have had a bad accident; I have done it". asking what he had done, Naylor said that he had started the engine the wrong way. He was crying and could not tell him if he had killed anyone. When Swift arrived at the engine house he found that there was little damage, only a few bricks knocked out of the wall. The rope was broken a few yards from the building but he could not see if the pit mouth had been damaged. When he was asked how he thought the accident might have happened he said that Naylor had neglected to reverse the engine.

Robert Bond of Water Street, St. Helens was a surface man at the pit and arrived at work to find that the accident had just happened and he gave evidence that Naylor was a steady man. Thomas Schofield was the underlooker at the pit and said that the shaft was 325 yards deep and he thought the engine had been started the wrong way.

John Rotherham, a collier in the Little Delf Mine said that all the bodies had gone through the scaffolding into the sump and lay in the water. Three of them were found in the cage, two were at each end of the cage and two lay underneath it. The bodies were sent home as they were found.

The victims were Peter Aspinall aged 32 years, Henry Norton aged 30 years, William Parr aged 50 years, Thomas Ray aged 45 years and James Webster aged 38 years, all colliers and Joseph Holland aged 28 years and David Dixon aged 16 years who were drawers.

The inquest was held at the Fleece Hotel in St. Helens before Mr. Driffield the District Coroner and all interested parties were represented. Mr. Hall, H.M. Inspector for the district had made an inspection of the scene of the accident shortly after the event. The winding engine was a double horizontal with 25-inch cylinders and a 4 feet stroke. The drum was tapered from 12 to 10 feet. It was found to be in good order and fitted with a proper indicator. He went on to report:-

"The engineman at his position at the handles, has a good view of the cage as it arrives at and leaves the surface and there is nothing in either the position or character of the machinery tending to make it difficult for the person in charge to wind with perfect safety, except for the fact of there being no light at the surface. The accident had no doubt occurred through the engineman Joseph Naylor, neglecting to place his reversing lever in the proper position before turning on the steam. He may have thought the right hand cage was at the surface instead of the left and adopted his lever to suit that position or he may have overlooked the position of the lever altogether. In either case, if had had paid proper attention to the indicator and ropes this accident would not have occurred."

Mr. Hall went on to give an account of overwinding accidents in the country and said up to December 1878, 45 people had lost their lives in these accidents in the coal and ironstone mines in Great Britain. This was one fatal accident for nine and a half million windings. He advocated the use of detaching hooks.

The Coroner summed up and the jury returned the following verdict:-

“That the deceased came to their deaths by being pulled at the Alexandra Colliery by Joseph Naylor. We think it possible that he misunderstood the signal given, and we also think that had the pit brow been lighted at the time and the catches in use, the sad accident would not have occurred. We further think the witness Mullen is not competent to be in charge of so many lives.”

The coroner asked them directly if their verdict was manslaughter and the foreman replied;-
“We do not think so. We hardly think the evidence will support a verdict of manslaughter. We also recommend unanimously that safety or detaching hooks should be supplied to the pit in question if it is possible to be done.”

Prescot Reporter
24th. January, 1880.

Fatal Colliery Accident Near St. Helens.

At an inquest at the Turks Head, Cooper Street, before Mr. Barker, deputy coroner on the body of James Atkinson aged 33 years of Stanhopes Street who was killed at the Alexandra colliery belonging to Messrs Pilkingtons on the previous Monday. At about 10 a.m. on the day of the accident the deceased and a man named Webster were getting coal at the endway of the balance brow in the Little Delph Mine. As he had been getting coal for about four hours, it became necessary to put up props to support the roof they obtained a prop but it was too long for the purpose and he started to dig a hole with his pick. He was in the act of cleaning the hole when about three tons of dirt fell from the roof and about one ton on him completely burying him. It took about twenty minutes to get him out but he was quite dead. The fall was attributed to a slip in the roof. The Government Inspector examined the place and was fully satisfied that it was an accident. a verdict was returned to this effect.

Prescot Reporter
31st. January, 1880.

Incident at a St. Helens Colliery.

On Wednesday a water tank that was being wound up the shaft at the St. Helens Colliery company's mines, fell down the shaft. Fortunately no one was injured at the time and the tank was damaged and some inconvenience caused in the working of mine.

1st. September, 1886

James France aged 48 years, collier was killed as he was getting the last coal from a pillar where the roof was broken when a piece of stone fell from a slip knocking out props and falling on him. (MIR)

PRESCOT REPORTER
28th. July, 1884.

Colliers Reported to be on Strike.

Colliers were reported to be on strike at Alexandra and Whiston collieries

PRESCOT REPORTER
2nd. August, 1884.

Strike reported to have ended.

PRESCOT REPORTER
30th. April, 1887.

Inquest at St. Helens.

Mr. Brighouse held the inquest into the death of Thomas Ashall aged 60 years. He was killed in the Alexandra colliery when several tubs of stuff fell. It took an hour to recover him and he was found to be dead. A verdict of accidental death was recorded.

PRESCOT REPORTER
20th. July, 1888.

St. Helens Colliery Excursion.

The workpeople of the Alexandra colliery went for their annual excursion to Blackpool. They visited the Winter Gardens and a good time was had by all.

23-03-1891 MIR
Lynch Hugh 24 Pusher on

After pulling some tubs on the road in the jigsaw, he appears to have laid down for a rest between the rails and gone to sleep. The next tub ran over him. He had been working for fifteen hours in a very warm atmosphere

??-??-1926 MIR

Shaft accident. The pusher-on put four waggons on the top deck of the cage which caught something in the shaft and rebounded across the shaft striking a bar which threw them out.

MIR

29th March 1923

Alexandra St Helens.

William Byron aged 59 years compressed air engineman While tightening up a nut with a spanner he took the skin off his left hand when the spanner slipped and the back of his hand came into contact with a pipe. He got a slight scratch and continued to work. The hand became painful and blood poisoning set in and he died April 9th. He would probably have lived if it had been treated with an antiseptic first of all.

MIR

10th September 1923

Alexandra.

James Westworth 23 halage hand was killed by being crushed between the empty tub and the roof. A lasher on was attempting to take off a set of empty tubs and the chain was detached and the deceased had difficulty in getting the chain detached and the chain became tight and went up against the roof causing the deceased's skull to be fractured.

From "THE MINES INSPECTORS REPORT".07-03-1924

William Flynn aged 29 years drawer was killed in the main haulage when 13 tubs stopped there to be attached to the train the train restarted and became derailed and knocked out a prop causing the fall which killed him.

From "THE MINES INSPECTORS REPORT".29-03-1924.

William Byron aged 59 compressed air engineer. was killed while tightening a nut with a spanner it slipped and cut his hand. He continued to work and the hand became painful and he died of septicemia 9th April. This would not have occurred if he had used an antiseptic when the accident occurred.

MANAGERS.

1879 ALEXANDRA. St. Helens. St. Helens Colliery Co

Certificated manager Francis France who was also manager at the Ravenhead and the Deep pits. Deaths 1873 to 1878 1. 7 in 1879 Total 8.

1882 Same deaths and manager who managed same pits

1894 William Arnold manager cert No. 1602. Under manager William Pendlebury Cert No. 1418 2nd class.

MIR

7th March 1924

William Flynn was killed on the main haulage road. 13 tubs had stopped on the landing with three more tubs to be attached and was restarted the seventh tub was derailed and knocked out a prop which was supporting a running bar over the brow. This caused a collapse of the timbers and the fall which killed the deceased. There were 12 to 15 inches between the side of the tub and the prop. The tub became derailed owing to some dirt obstructing the rails.

ASHTONS GREEN

Situated between Fleet Lane and Derbyshire Hill Road. This Colliery was in evidence in the 1780's, when it was purchased for £5,500 by a Mr. Blackburn of Liverpool. In the beginning of the nineteenth century James Orrell and Thomas Claughton worked the colliery very successfully. From then on it was run by John Shaw Leigh and his family, when it was raising 20,000 tons of coal annually. The Colliery was taken over by Bromilow Foster & Co. in the 1880's and worked by them until its closure in 1931, when it employed 1,126 men.

LOCATED AT SJ 537948. There are the remains on the tram way that was opened in 1828 to the Sankey canal at Haydock Wood SJ 944958.

From a Town in the Industrial Revolution

1805 coal selling at 8/4d per ton.

opening of the Runcorn gap Railway lead to a reduction of canal tariffs in the 1830's.

1829 John Shaw Leigh was using the lines to transport coal.

1845 the colliery was still in the hands if the Leigh family.

29th. November 1850.

The hanger on was killed by a piece of coal falling from an ascending tub. (MIR).

Ashon Green c.1845 women were employed as drawers.

"My grandmothers grandmother used to work down the mine and she was drawing the boxes with a bely round her. Where they had a pony, they had a woman, belt and chain round them drawing the boxes and she'd fourteen children. Q. Who told you this?

My mother, she lived at Peasley Cross and it was Ashtons Green Colliery.

Q. How did she go on if she was having children?

Well they used to walk down don't they at Ashtons Green? Not go down in the cage, walk down, and they used to take the baby to the pithead at snaptime while she fed it.

Q. So she came out of the pit to feed the children? Yes.

Q. What happened to the child whilst she was working?

Oh, well, the others had it. Seven girls, yes. The other children used to look after it. She died at 61."

Later in the conversation he was reminded by his wife about the belt and chain.

"Your mother used to say they used to run up their shirts and put the in their knickers and that made space for the chain." (DD).

1850 ASHTONS GREEN. Parr. Ashton Green Colliery Co.

1855 owned by John Shaw Leigh

1879 Owned by Bramall. Hy., and Co. Thomas Green was the certificated manager. Deaths 01-01-1873 to 31-12-1878 six. Two deaths in 1879. Total eight

1882 Thomas Pennington the manager and still 8 deaths

1894 Nos. 2, 3 and 5 pits Pennington manager Cert. No 1949. Special rules of the Colliery Signed 31 Aug. 1888. No. 2 64 underground 20 surface. No3 247 under 65 surface. No5 329 under 55 surface

11th. October 1856.

Man Killed.

James Glover, a collier of Parr was killed when part of the roof fell on him and two others. One of the injured was William Millington. (MIR, St.HI).

13th. October 1857.

Peter Hampson, a hooker on, was killed when he was run over by a loaded waggon. (MIR).

9th. November 1861.

On Tuesday last coal waggons were being lowered by a boy 7 yrs old. As he went to sprag the wheel it ran away and severely crushed him. It was stated at the inquest that a seven year old should not do such dangerous work. (St.HI).

1863 Bromilow and Foster took over the pit.

12th. June 1864.

WHAT IS A COLLIER?

William Kay, a collier, claimed damages from Bromilow and Company because he was taken off a job of coal getting and sent to a labourers job at the colliery. He said that he would not do the job and was dismissed but was cleared by the court. There were many miners present at the case and the Union bore the costs of the case. (St.HL).

17th. June 1865.

At three p.m. Richard Marsh, who kept the Horseshoe Public House at Parr, met with an accident at the Green End Pit owned by Bournes. He was a sinker in the new pit and a stone fell and crushed him. His ribs were badly broken. (WO).

1869 the Sankey Coal Co. was formed to take over the Sankey Brook Colliery and Ashtons Green but the attempt failed.

30th. August 1873.

An explosion took place at the colliery belonging to Messrs. Henry Bramall and Company, severely burning three men, one of whom John Leyland, aged 31 years, died from the effects after seven days. Two pits had recently been sunk to the Ravenhead Main Delf and the men were engaged in making a communication tunnel between the pits when it happened. About 40 yards had been driven to the rise and were ventilated by nine inch diameter air pipes. Naked lights were being used although gas had frequently been seen in the mine. Unlocked lamps were given to the men in case anything unusual should be met with. On the morning of the explosion, the deceased and his companions left the place for breakfast after firing three shots. During their absence the gas accumulated at the top of the brow. The deceased went up with a candle and said to the others that the place was filled with smoke which he started to sweep it out with his jacket. The explosion immediately followed. I consider that the manager of the colliery displayed a want of care and judgement in allowing naked lights before the ventilation was properly established and not having made a careful examination of the place after the shots were fired especially in what might be termed virgin coal. (MIR).

ST. HELENS NEWSPAPER AND ADVERTISER.

23rd. April 1873.

Fatal Colliery Accident.

A man named Thomas Carney, a labourer aged 22 years was killed in the sinking the new shaft at Ashtons Green colliery. The official report names him as Thomas Kearney aged 23 years, a labourer. There a number of man at work at the time when a stone weighing fifty pounds became detached and fell about fifty five feet killing him instantly. The inquest was held at the Bulls Head, Parr Stocks when a verdict of 'accidental death' was returned.

24th. February 1875.

Thomas Frodsham aged 54 years, a dataller was killed by a fall of roof. (MIR).

16th. March 1876.

Richard Grimes aged 40 years, a labourer, was killed when he was truck on the head by a winch handle. (MIR).

5th. March 1877.

Richard Sheppherd aged 64 years, a dataller strained himself while lifting a tub. He died on the 12th. April as a result of his injuries. (MIR).

6th. July 1879.

Colliery Accident at St. Helens.

An accident occurred at Ashtons Green colliery at about 7.30 a.m. when an old man 78 years of age named Joseph Atherton, who lived in Fleet Lane, Parr. He went down the pit to look after the ponies. and was lowered by two banksman named John Heyes and David Mercer. Sometime after completing his work he signalled to come to the surface. The cage was lowered and the deceased signalled it to go up. When it reached the bank it was found to be empty. One of the men descended the shaft and found the headless body of the deceased lying in the sump. The inquest was held at the Bull's Head Inn, Parr Stocks. Alice Atherton an old woman of 85 years identified the body as that of her husband. Thomas Green, manager of the colliery, examined the shaft after the accident and said it was 310 yards deep and about one yard from the surface there was a bearer on which was found some brain matter and hair. The pieces were picked up and placed in the box. He could not account for the accident. The deceased had worked in the colliery for almost seventy years and the jury found that the deceased was accidentally killed in the pit while ascending the shaft.

PRESCOT REPORTER

18th. October, 1879.

St. Helens Petty Sessions. Careless Colliers.

Joseph and William Hughes were summoned for a breach of the Special Rules at Ashtons Green colliery but did not appear in court. It was alleged that they failed to comply with the 40th. Rule which said that each man should secure the sides and roof of his own working place and if he shall not have sufficient sprags or materials shall report to the underlooker. Thomas Green, the manager said he went down and found that they were holing without sprags. John Lucas, the underlooker said that on the 14th. and the 28th. August he provided sprags. Moses Green, the fireman corroborated the evidence and the men were each fined £2 with costs.

PRESCOT REPORTER

19th. November 1879.

Fatal Colliery Accident.

At an inquest held at Finger Post on the body of James Brown aged 29 years who worked at Ashtons Green colliery. John Brown of 37, Hesketh Street, St. Helens stated that the deceased was his nephew and on Wednesday he was brought home after receiving an injury to his head. Dr Gaskell attended him but he died on the 4th. The deceased said he was jiggling his box when the brake rim broke he knew nothing more but he appeared to have been struck by the brake handle. A man named James Butterworth said that another had told him the week before that the brake handle was cracked. The deceased was seen to start the box and then fall forward. When he was picked up, blood was flowing freely from a wound on his forehead. Robert Williams, the underlooker said he had inspected the brake before the accident and found nothing wrong. The brake had not been reported as being cracked. The jury returned a verdict of accidental death and Mr. Hall, Inspector intimated that he would make inquiries as to how the regulations were carried out at the colliery.

11th. July 1881.

BREACH OF THE RULES.

Job Burrows was fined 10/- plus costs for not setting sprags at St. Helens Magistrates Court. (MIR).

ST. HELENS NEWSPAPER

1st. February, 1881.

Ashtons Green Miners.

There was disquiet at what was going on at colliery when one hundred and eighty men presented themselves at colliery for payment for four days wages alleged to be due to them. The colliery had said that the money would not be paid and it was feared that a disturbance would ensue. Accordingly a large force of constables under command of Superintendent Johnson went to the colliery to maintain order. The agent went to Liverpool to consult with owner and an announcement was made that money would be paid while the men waited patiently and quietly dispersed. The men were paid on following Monday and many went to a meeting on Newton Common.

ST. HELENS NEWSPAPER

7th. June, 1881.

Impudent Colliery Fraud.

John Martin, miner was brought before the magistrates at St. Helens petty sessions charged with receiving £1-6s. from Messrs. Bramall and Co. William Lloyd the underlooker at Ashtons Green colliery said that the prisoner started work at the pit on April 19th. with Robert Tudor and used tallies numbered 41. They stated to work together and then in different places until the 4th. May when Mr. Lloyd asked Martin what his number was and he was told 19 and it was booked in as such. Later the prisoner found that he was working as No.20 but the entries were made against 19 and on pay day he received the amount payable to 19, £1-14s.-11d. The amount against No.20 was 7/11d. so he received £1-7s. more than he was entitled. The men always knew to what they had earned to within a trifle and they knew what Tudor, No.19 had worked full time. Robert Tudor gave his evidence. The man had been taken into custody by Scarborough police and returned to St, Helens. He was found guilty and sentenced to seven days in jail with hard labour.

PRESCOT REPORTER

2nd. June, 1883.

Serious Colliery Accident in St. Helens.

At Ashtons Green colliery eight men were descending the shaft when the rope for some reason or other, slipped and dropped the cage at the bottom with great force. Three had escaped uninjured but James Hughes, of Broad Oak, Graham Tickle of Watery Lane, James Fisher of 8, Chancery Lane, Richardson of Chancery Lane and Makin of William Street were unable to a walk and were taken home. It was found that they were suffering from contused ankles and shock to the system.

26th. August 1884.

John Makin aged 40 years, an underlooker was killed. He had been superintending the removal of a fall and after it was completed, he examined the place and reported it all right. Directly after, however a fall took place in which he was killed. (MIR).

14th. February 1884.

William Hill aged 43 years, a collier was killed as he was getting out the lower portion of the seam when an overhanging piece of top coal, which he had failed to get down, fell over the sprag onto him. (MIR).

6th. November 1884.

In the Ravenhead Main Delf Mine, the barometer read 29.90 inches and was rising. A fire had broken out in the goaf from spontaneous combustion and ignited a small quantity of gas which slightly burnt a man in an adjoining workplace. The men were then withdrawn until the fire had been dealt with. The cause was spontaneous combustion. (MIR).

29th. December 1885.

John Sutch aged 47 years, a sinker was killed. The man was the chargeman and he was riding on the edge of the hoppet which was against the rules and he fell out. He had been frequently warned to get into the hoppet by the banksman but the officials did not appear to have taken sufficient care to see that the rules were enforced.

At an inquest at Sutton on John Sutch who was killed by falling down the shaft at the colliery. The deceased knew that it was dangerous to ride on the hoppet and he let one hand go when he was about five yards down but there were rules of the colliery and they have to be enforced by the management. He thought that the management should have ceased winding when he got on the side. (MIR, CG).

8th. February, 1886.

The inquest into the death of John Such was held by Coroner Brighthouse. He was riding on the edge of the hoppet and when it had passed five yards down the shaft he was seen to leave go with one hand. He slipped off and fell down the shaft to his death. The Coroner thought the engineman ought not to have continued to lowed the hoppet when he saw him let go but the deceased knew it was dangerous to ride on the side. A verdict of 'Accidental Death' was recorded and a rider that the management and officials should be made to enforce the rules. (CG).

5th. June 1886.

It was reported that a new shaft was sunk to the Little Delf Mine at 554 yards. (PR).

5th. August 1886.

Thomas Percival aged 41 years, a fireman lost his life as he was going down the pit when the cage caught in the catches of a mouthing about 80 yards from the bottom and he was thrown out. (MIR).

22nd. November 1886.

Thomas Griffiths aged 60 years, a collier was splitting a narrow pillar and had set a line of props in the middle of his working place about four feet apart. The coal was very thin on the side against the old workings and the props proved insufficient to hold the roof and it came down bodily and killed him. The place ought to have been barred. (MIR).

17th. December 1886.

James Makins aged 27 years, a drawer was killed by a fall of roof top wall in the main road as he was going to work. The place was examined half an hour before and pronounced safe. (MIR).

PRESCOT REPORTER

4th. December, 1886.

Gunpowder Explosion.

On Monday a serious explosion of gunpowder occurred at Ashtons Green colliery when two men named Thomas Foster of Sutton Road and Joseph Cook of Chapel Street were burnt the former very severely. It appears that Foster had been for about eight pounds of powder which was to go down pit. He placed it in a tin and incautiously walked near a fire. The powder became heated and a violent explosion occurred blowing windows out of the cabin. Foster was very badly burnt about the face and hands and body and Cook about the face and hands. Doctors Gaskell and Greig were summoned. Several women narrowly escaped injury.

5th. November 1887.

Henry France aged 63 years, a dataller was putting on his clothes after finishing his work in the main road when a fall of roof occurred knocking out five or six props and one of the stones from the high side of the pack slipped off and caught him. (MIR).

PRESCOT REPORTER

12th. November, 1887.

Fatality at St. Helens.

The inquest took place before Mr. Brighthouse on the body of Henry France aged 67 years which was killed at Ashtons Green colliery. The manager had given instructions to the underlooker to repair the air road. He had given instructions to the deceased. The road was ten feet wide and six feet high and ten had removed dirt when a piece of the roof came down bringing down an bar and capping several props. William Marsh, the underlooker had examined the place in the presence of the deceased, Paul Rigby, John Burrows and all appeared to be well. A verdict of 'Accidental Death' was recorded. The inspector wrote to say that the fall had been very unexpected and there did not appear to be any carelessness in the matter.

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St. H Reporter.

7th. March, 1889.

Killed in Coal Mine.

On Saturday at the Primrose Inn at an inquest on the body of Edward Lover Foster was killed at the colliery. The fireman, Henry Kensington was down the brow and the tubs came down and he was crushed. There was little that could be done to prevent such accidents. A verdict of accidental death was returned.

16th. May, 1889.

Colliery Scales Defective.

The colliery management was brought to the Police Court with the allegation that the colliery scales were defective. The case was dismissed.

1889.

PROSECUTIONS.

The manager of the colliery was charged with failing to have brickwork in a part of the mine. He was fined £5 with costs. The charges against the agent were withdrawn. (MIR).

27th. February 1890.

Edward Pover aged 26 years, a drawer was killed as he was lashing his tub into the endless haulage when a second tub was allowed to run down the incline and he was crushed between the two. The accident happened at 11 a.m. in the sixth hour of the shift. (MIR).

5th. December, 1890.

Singular Death of Collier Boy.

At the inquest into the death of Henry Burrows aged 16 years who had become unconscious and died the court was told that he had hurt himself putting a box on the lines. Matthew Mather the underlooker and Joseph Neil who worked with him said he had told him he had hurt himself but he carried on working. He went home and became ill. Medical assistance was called and Dr. Case said the boy had died from agitation of the brain. The jury returned a verdict of accidental death.

3rd. November 1890.

Henry Burrows aged 16 years, a pony driver died on the 29th. from injuries sustained when lifting a box. The accident happened at 8.30 a.m. in the third hour of the shift. (MIR).

6th. September 1891.

John Molyneaux aged 29 years, a jigger was killed when a tram got off the road in the jig brow and knocked a bar out. He and another man were sent to repair it but they went to fill the fall before resetting the bar. A second fall liberated a large stone which fell on him. (MIR).

6th. November 1891.

William Millington aged 49 years, a fireman. was killed when a tunnel was being driven five feet by five feet in which five shot holes had been charged and rammed. After firing one shot he went back to fire another when it went off and killed him outright. The flash from the first seems to have set the second of which was three feet away. The owners had a rule forbidding more than one shot to be fired at a time but he had not been acquainted with this. The accident happened at 10.30 a.m. in the twelfth hour of the shift. (MIR).

18th. January, 1892.

Henry Anders aged 53 years, dataller, was clearing a fall on the roadway a stone fell on him. There should have been a bar set to support the roof. The accident happened at 2.30 p.m. in the ninth year of the shift. (MIR)

18th. July, 1892.

Peter Prescott aged 29 years, fireman had been repairing a brattice cloth on the endway when he was struck by a runaway tub. The drawer had used a wooden scotch which had broken. Iron scotches must be used in the future. He died 14th. August. The accident happened at 9 a.m. in the third hour of the shift. (MIR)

Greenough William 21 Collier

He was working at the face when a fall occurred between two slips. They had neglected to set props near the face The accident happened at 11.45 in the sixth hour of the shift

11-12-1893

Howe Thomas 30 Collier

Coal fell as he was filling the tub. The seam was 5' thick with a parting of 2' from the top. it was past the top of the section that it fell and it had been allowed to overhang

11-05-1894

Pritchard Edward 47 Metalman.

They had been trying to get a stone down from the roof but failed and while they were waiting to get a prop it gave way to a break and crushed him He died the following day The accident happened at 9.30pm in the second hour of the shift.

04-05-1895

Hughes Lloyd 28 Contractor

The accident happened by the deceased and others being sent to clean a sump at the bottom of the shaft without any special examination being made. A piece of brickwork from the side of the shaft fell and struck him on the head. The accident happened at 4.10pm in the third hour of the shift

17-12-1895

Dearden Thomas 20 Collier

The accident happened at 3pm. in the ninth year of the shift. He was sitting at the top of the balance brow when a slab of roof fell fracturing his skull. The fireman had been there half an hour before and had failed to detect the danger. Died on the 21st

03-09-1896

Corrigan Robert 52 collier

Fall of roof. He had asked the fireman to timber it previously

25-09-1896

Cunliffe 25 Collier

Pennington James 20 Collier

They were walking down the haulage brow when the roof suddenly gave way nearly a foot thick burying them. The roof at this point had not been timbered as the officials saw no need to do so. The wodework was approaching the lower side which must have caused a crush in the roof. At the inquest it was recommended that the roof should be timbered at this point

21-04-1897

Corrigan John 28 Collier

He had allowed the clod to overhang the coal face and it was not securely propped when a portion of it fell off from a break. The place was quite well timbered

20-12-1897

Eden David 30 Collier

He was bringing a tub of coal when a fall capped two props and three bars. The roof at this point ought to have been strengthened

08-10-1898

Cowley William 26 collier

The night banksman of the No 5 pit had left his post to turn on the steam to the boilers leaving an empty tub in the cage top. The winder received a signal from the pit bottom by men wanting to ascend and started to wing without the signal from the banksman when the empty tub fell out of the cage and struck the other cage causing him to fall to the bottom of the shaft

12-01-1898

Fildes Henry 21 collier

He had been holing in the coal and had set two sprags when a piece of loose fell on him which he had not secured. Died the following day

07-11-1899

Williams Edwin 32 collier

The haulage journey getting off the rails knocked out a bar in the down brow while replacing the bar a portion of the roof came down. The fireman sent three men without going to see himself

17th. October 1899.

FIREMAN CENSURED.

Howard Richard Howard aged 53 years, a dataller was killed. The shunt minder omitted to change the points which caused the empty journey of nine boxes going down the brow in front of loaded boxes set against a scotch prop. The prop was broken and the boxes ran to the bottom crushing him. The fault was with the kind of sprag used.

Mr. Brighthouse held an inquest on the body of Richard Howard and Thomas Roberts fireman was censured by the jury and the coroner by not attending to the points. (MIR, N&EG).

11-12-1900

Forshaw William 21 dataller

He was clearing some dirt by the side of the main brow when a stone from the upper side fell on him. the bars were 15ft apart and the side was not supported by timber and he was crushed

26-09-1900

Myatt Enoch 45 mental man

He must have fallen off a full tub onto the haulage rope in front of a gang of empty returning tubs. His lamp and clog were found beyond the point. He was last seen riding in front of full gang

22-01-1901

Goulding John 47 dataller

There had been a large fall of roof in the main road. He had others were engaged in clearing it up a barring. They worked under the foot of the bar with a bad roof and eventually a stone fell killing him. Caused by working under an unsupported roof

22-04-1901

Bridge James 28 waggoner

He and three others got into a man hole to let a journey pass uphill when the coupling broke and the tubs ran back getting off the rail and knocking out three props opposite the man hole causing a fall, The hole was not set sufficiently well back

12-08-1901

Meade James 36 balancer

He was balancing a tub of coal down brow when the tub caught against a prop releasing a portion of the roof which fell on him

02-10-1901

Williams John 48 collier

In contravention of the bye-laws the shotlighter allowed a collier to attach the cable to the fuse and the shotlighter appears to have fired the shot without taking steps to see that the collier was out of the way. He was still at the fuse when the shot was fired. Died 4th

CG 5th. October, 1901.

An inquest was held on a man's death at Ashton Green colliery before Mr. F.A. Jones, Deputy Coroner. Mr. Hall, the Inspector said the deceased man fired two shots and connected the battery to another ready for firing. The deceased set off the shot. The Rules stated that a collier should not do this work and the jury found a verdict of 'Accidental Death' and condemned the fireman.

26-07-1902

Ward Frederick 36 stoker

While stoking at night the fire of one of the steam boilers he appears to have accidentally struck one of the paraffin lamps with the rake and it fell setting his clothes on fire. Died 29th

16-12-1903

Buckley Joseph 41 waggon lowerer

He asked a mate to let two waggons down to bump two waggons out of the way from under the screens. After this had been done he stepped back to push the front ones when the others followed and he was crushed between the buffers. He put a scotch on the line but they overcame it

22-12-1903

Ludden John 41 metalman

He was contractor ripping down the roof in the roads when a shot of ammonite was fired and a stone struck him 18yds away. Died 24th. The shotlighter had a battery round the corner in a safe position and appears to have given the proper warnings. He must have thought that he was safe

22-11-1904

Sringfellow Thomas 38 collier

When filling a tub with coal at the face a piece of coal fell on him crushing him against the pack wall. Died 27th

From 'THE NEWTON AND EARLESTOWN GUARDIAN'.

6th April 1906.

THE CIGARETTE HABIT.

Abraham Mason aged 14 years of Blackbrook and John Pearce Williams of 23 Elton Street admitted that they opened a safety lamp down the colliery to light a cigarette and have a good smoke.

Mason was a lamp carrier in the pit and Williams was engaged in one of the roads to open and close the doors. Edward Pimblett the fireman at the mine said on March 9th he saw smoke coming up from the road and smelt cigarette smoke. He found that the lads had broken open a safety lamp and were smoking a cigarette. Mason said it was William who gave him the light. It was impossible to overstate the consequences of what might have gone on all down the pit might have been killed by the act of the boys. The boys fathers were working down the pit at the time. It was a most serious matter and the lads were fined 20/- with 5/6d costs in each case.

27-04-1906

Price Arthur 22 waggoner

He was pushing tubs off a flat landing to run down brow when the engine started without any proper signal and it started the wrong way round. He was crushed between the frame and the jig-wheel.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'.

4th May 1906.

CENSURE ON COLLIERY OWNERS.

F.A.Jones the coroner at the inquire into the death of Arthur Price aged 22 years a haulage hand of Garnett Street Sutton who was killed the mine. A Tickle appeared for the relatives. Henry Price brother of the deceased was working with him and another man named Thomas Holding at a brow in the pit near the jig wheel round which the haulage rope revolved. The deceased had pushed an empty journey of boxes and the rope started and his head was crushed against the wheel.

A number of witness gave evidence and the question arose as to whether the signalling arrangements were carried out properly. Thomas Holding aid he could not tell why the rope stated but Peter Hignall but the engine winder said it staggered because he had got the signal. Thomas Rattgan a jiggerman said a signal was received. Thomas Greenall a hooker-said that he had found the wires crossed and pulled the switch out but put it back the bell would ring and it did and the engineered took this for the signal.

Mr Hall said it was clear from the evidence that a mistake had been made. He though that the engine winder had been careless in talking to a man in stead of making his mind about his business. But he could not blame the man for he held the opinion that the colliery owners had not left sufficient space for that kind of work to be done. The wheel was only 3 foot three off the ground and he had to work in a very small space. The cooler owners could do a great deal more in the roads . Verdict accidental death.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'

26th July 1907.

Drowned while drunk.

At St Helens William Thomas of Cherry Street Earlestown was charged with being drunk. Colonel Pilkington and Dr. Reed were on the bench PC Trale stated that he had found the accused sitting at the side of the reservoir at Ashton Green Colliery and there was clothing on the back. He was questioned and he said he was waiting for a man named Mitchell who had gone for a swim. The PC made a search of the place but found nothing and no trace of Mitchell.

The PC took the prisoner to the Town Hall because he was drunk the case was adjourned as the body had not been found but at the inquest held on the body of John Mitchell of Athol Street Earlestown Thomas Said that they started to walk home together and they reached the colliery and Mitchell said he was going for a swim and he left his clothes on the bank.

The body was found at 4 am the next morning he saw the deceased head in the water and when he got him out he was naked and dead Verdict accidental death by drowning.

14-11-1907

Birchall John 60 collier

He was fatally crushed at the mouth of an endway by some full tubs of the journey getting off the rails when he was on his way to the pit shaft. at the enquiry it was suggested that the haulage be stopped for a longer period to enable men to reach the shaft

From 'THE NEWTON AND EARLESTOWN GUARDIAN'

4th. October 1907.

Explosion in pit shaft at St. Helens.

John Holmes 47 years of age of 161 Parr Stocks Road and James Pendlebury aged 35 years 76 Berrys Lane were admitted to St. Helens hospital in a serious state as a result of an explosion of gas mine of the shafts at the Ashtons Green colliery.

They went down the deep shaft with a wand to look at the lodge in the shaft where water was held for pumping. It was a large space and they entered carrying naked torches. A great quantity of gas had accumulated and it exploded. Both escaped from being blown down the shaft and managed to save themselves by clutching the timbers but they were shockingly burnt. The men were rescued and taken to the hospital. Inspectors investigated the matter and a similar accident happened some years ago at the same pit.

1907.

An explosion of firedamp was reported at the colliery when two men were burnt. In the downcast shaft there was an excavation in the side to accommodate a water cistern. Two men were making an examination of the pumping machinery with open light torches. As they entered the excavation, some firedamp which had collected near the roof ignited and they were burnt. It was not unusual to carry naked torches in the downcast shaft and it had been the practice for 40 to 50 years to do so. The gas would not have collected if the air pipes which were originally fixed to keep it clear had been regularly inspected and kept in good order. (MIR).

30-01-1907

Quarry John 40 pitman

Died from the effects of a strain received handling wooden pipes in the shaft

11-09-1907

Ashton James 21 drawer

He was bringing a tub downbrow in a shunt when a fall of roof occurred. It was recommended that the shunt should be barred

??-??-1907 MIR.

DANGEROUS OCCURRENCE.

An explosion of firedamp occurred at the colliery in which two men were rather seriously burnt.

In the down cast shaft where 40,000 cu ft of air were passing per min. There is an excavation at the side to accommodate a water cistern into which the pumps deliver and two men using burning torches were inspecting the pumping machinery and had occasion to visit the cistern to see to the delivery pipe. as soon as they entered the excavation some firedamp had collected near the roof which ignited and they were both burnt.

It was not unusual to use open torches in the down cast shaft and the practice had one on for 40 to 50 years.

Firedamp would not have accumulated in the chamber if the air pipes originally fixed to clear it had been regularly inspected and kept in good order. The gas fired at as soon as they entered. (SKETCH PLAN IN THE FILE)

21-06-1907 MIR.

DANGEROUS OCCURRENCES.

In the No 5 pit the capping of the ascending winding rope drew out of the cage and it fell down the shaft. It was stated that the catch holding the tubs in the cage had been put down causing one of the full tubs to fall out and another tub caught the wood work near the top of the shaft causing a sudden shock the caused the capping rope to give way.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'

19th June 1908.

St. Helens Strike.

The colliery is completely stopped by the miners Federation who told the reporter that there was no grievance between the federations and the pit or the way in which the colliery was conducted.

The pit was the first to be closed on the question of union membership and the men had asked for a ballot and every negotiation had failed and the men had come out on strike. It meant that Ashton Green suffered the whole of the employees of Lancashire.

31st July 1908.

The strike was settled when the men joined the union. There was a case of assault when Joseph Hill of Tickel Street Parr was summoned for assaulting Edward Combes of Ashton Green who at the time was a non-union man. Combes had come to his house and when he opened it he was struck in the face. Hill was the worse for drink at the time, Combes said he did not want any more inconvenience and the case was dropped with Hill being bound over to keep the peace for six months and he had to pay costs.

29-07-1908

Murphy Michael 30 dataller

The cage in the No 2 pit had just begun to descend while he was in the act of getting in and he was fatally crushed between the cage and the pit top. The engine man started the cage without receiving a proper signal and was after prosecuted and fined for breaking the special rules

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From 'THE NEWTON AND EARLESTOWN GUARDIAN'

19th. June 1908.

St. Helens Colliery Case.

The manager and the under manager were summoned John Thomas Mayher and Thomas Armeson the undermanager were summoned by Henry Hall the Government Inspector of mines by employing a boy under 12 years of age in connection with a mine.

the case involved the death of a boy aged 9 years who was burned to death at the colliery and the prosecution held that the two officials were responsible under the act.

The boy John Smith was only 9 and for a period of 12 months from April 14th. He had been going into the lamproom every night between 5.30 and 7.30 to help trim the lamps but he had not received any regular wages but he had been given money by various employees and the lampman.

On the day he was helping the lampman trim the lamps and after about a half an hour he suggested that he should light some of the lamps and while doing this the lads clothing got on fire and he died the next day.

The undermanager had been in the lamp room and had seen the boy working there and this was common knowledge. The boy was a great favourite and used to run messages for the men's tobacco and generally made himself useful.

The prosecution argued that the lampman could not do all the work if the boy did not help him. Mrs Smith the boys mother was in court and said he had done the job at the pit for over a year.

The defence said that there was no real connection between the colliery and the boy and he asked that the case be dismissed.

Armeoson did not hold a certificate and could not act as undermanager. The case had been put carelessly before the court and engaged did not mean engaged and employment was for a wage and the boy did not get one. The case should be dismissed but the bench felt very strongly that the boy should not have gone on the way he had.

05-05-1908

Pimblett Thomas 62 collier

A stone fell from the roof about 3yds back from the face between the props and the pack

09-11-1908

Kenny Patrick 27 balancer

When engaged at the bottom of the balance brow a large stone fell from the side on him. The sides had been propped but not barred

22-05-1909

Cooper John 43 painter

When engaged in painting the headgear he appears to have fallen into the pit. Died the following day

12-12-1909

Banks George 33 roadman

When filling dirt at the haulage gang from the side of the downbrow in the No 3 pit when he was fatally crushed by some tubs through the gang starting due to an electrical fault in the signal wires that made the bell ring. The code of the signals is to be changed

18-12-1909

Wakefield John 43 collier

HAMER William 44 collier

When engaged in repairing a heavy fall another fall occurred knocking out several bars. the roof fell to the seam a distance of 8yds the strata being wet and this was probably the cause. The bars were 3ft apart

From "THE INSPECTORS REPORT".

24th November 1913

Miscellaneous accidents underground.

Bromilow Foster Astons Green No 2

Joseph Williams 38 years a timber were engaged with two others in widening a shunt and two props had been set and a broken bar removed and a bar put up in place of the broken one. They were cleaning up when the fall occurred displacing the bar that had just been set and fatally injuring the deceased

From "THE INSPECTORS REPORT".

18th December 1913

Miscellaneous accidents underground.

Ashtons Green

Patrick Higgins aged 50 years contractors man was trailing two 6ft rails down when a stone about 4 ft square fell from the roof and crushed him. He was found doubled up in a crouching position and had been suffocated. The haulage road was also the return air way and the stone had got damp and had fallen away. There were no timber under the stone but there were two supports at each side close to it

01-01-1910

Bate Henry 38 miner

He was clearing debris on a scaffold in the shaft when the scaffold gave way and he fell 20yds into the water and was drowned

01-05-1911

Paculis John 18 drawer

Eight tubs became uncoupled from a journey of 13 being hauled up the brow in the No3 pit. Three of the tubs ran back and pinned him to the entrance to a shunt. no drag or trailer had been used to prevent a runaway contrary to the special rules 50a

20-06-1911

Luddon Patrick 41 contractor

He was driving a tunnel in the No 2 pit and a fall of roof occurred from some joints where the ripping had been done and the workers thought that they had left the roof safe

06-06-1912

Jackson William Henry 35 road repairer

A bar in a level roadway in the No 5 pit had been taken out and loose dirt taken down. while engaged in clearing the dirt before retimbering a stone 369"x2'11"x1'10" fell on him. Died 7th

04-06-1912

Garnett Austin 21 drawer

He was filling a tub near the face in the No 5 pit when a stone 4'x3'x2'8" fell from a slip in the roof displacing a prop and killing him

21-11-1912

Tague Bernard 36 timberman

He was engaged in the No 3 pit clearing a roadway where there had been a fall another fall occurred from the side of the cavity and caused the newly set timber to fall. He was buried and killed on the spot

21-06-1913

Tunstall Joseph 60 dataller

He and another was engaged in building a pack near the face when, with no warning the roof fell and both were buried. he was dead when released but the others escaped with bruising. The fall was 8'x6'x3'6"

From "THE MINES INSPECTORS REPORT".

25th March 1914.

Ashtons Green.

Daniel Swift 44 dataller. He was working at the gate side of the road when a large fall of roof occurred and buried him. About 15 minutes earlier he had removed a prop which was in the way of the pack and some of the pack was removed. He should have set another support.

From "THE MINES INSPECTORS REPORT".

17th June 1914.

Ashtons Green.

William Swift aged 50 a dataller. The deceased and his mater were clearing timber from an old airway along the coalface between the two gate roads. he was making a foothold for a prop when a stone fell without any warning and hit him on the arm and back inflicting injuries from which he died 11 days later. The fall was cause by two props being broke one he was about to renew.

From "THE MINES INSPECTORS REPORT".

6th July 1914.

Ashtons Green No 3.

James Tilston 49 timberman he and the fireman were breaking stones at a fall near the face when they had withdrawn the timber three days previously and while so engaged another fall occurred. He had his mate had considered it unnecessary to set other timber.

24-11-1913

Williams Joseph 38 Timberman

He and two others were engaged in widening the shunt. Two temporary props had been set and a broken bar removed and a new prop set. They were cleaning up when the fall occurred displacing the bar that had just been set and killed him

18-12-1913

Higgins Patrick 50 Contractors man

He was trailing two 6' rails down the haulage brow when a stone 6' square and 7" thick fell from the roof and crushed him. He was found doubled up and suffocated. The haulage was also the return airway and the air was damp. It parted at the slip and there was no timber to support it

25-03-1914

Swift Daniel 54 Dataller

He was clearing out dirt on the lower side of the pack when a large stone fell from the roof. Half an hour before a prop had been removed and another should have been placed to support it. No 5 pit

17-06-1914

Swift William 50 dataller

He and a mate were clearing out old timber along the face between two roads and were making a footing for two props when a large stone fell and struck him on the arm and back. He died eleven days later

06-07-1914

Tilston James 49 Timberman

He and another were breaking stones after a fall near the face. When they had withdrawn the timber to build packs another fall occurred and he was caught by the legs with a stone 4'x2'. It was thought necessary not to set timber

14-08-1914 MIR

At No 3 pit the attempt to reach the bottom coal was successful and the Ravenhead Main Delf was stopped successfully when there was a fire in the seam.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'.

2nd. November 1917.

COLLIERY FIREMAN'S OFFENCES.

At St. Helens court before F Drumgoole and other magistrates a fireman named Thomas Cunliffe of 4, Ashton Street and Richard Heyes 32, Penny Lane, Collins Green was charged with failing to report the presence of gas.

Mr Peace prosecuted and Mr. Boucher of Wigan defended both pleaded guilty to the charge. Peace explained that there was a further charge against Heyes for allowing workmen to enter a part of the mine that contained gas but as they had pleaded guilty to the other charge he would not proceed with that.

Heyes examined a place in the mine and in his Report Book it stated that there was no gas and gas was found by the day fireman who followed him and there were similar circumstances in other cases. Heyes said that the quantity of the gas was so small it was not worth taking notice of but he was advised that he must report the presence of the gas. There was no intention to keep the face from the management. It was merely in his judgement that it was not worth mentioning.

Cunliffe told him that he did not enter it in his report. He told the fireman that the place was full of gas and the men were unable to work. Heyes was fined 10/- and Cunliffe 20/- and it would be a warning for the future

??-??-1920 MIR

There was a double tragedy when two drawers were killed in the main haulage road when there was a fall of 38 tons which depressed large timber beams.

12-09-1923

Cheetham Thomas 60 Collier

The accident happened at 9.30am in the third hour of the shift While holing in the dirt near the top, more than usual came away and brought down a prop 2' from the face. He saw the

danger and set a prop and a stone fell from the pothole fracturing his left ankle and two ribs. Died 18th Oct.

01-06-1923

Boyle Edward 28 haulage hand

Chadwick 29 haulage hand

Killed by a fall of stone SEE REPORT MIR

4-02-1924

McDermott 49 metalman

The accident happened at 4.30pm in the second hour of the shift. He was injured by falling onto the endless rope haulage dipping 1 in 4 when plucking down stones and one came from the side 4'4"x2'x9". It was slightly overhanging and when it fell it rolled downbrow. He died the following day

01-08-1924

Buckley Albert 23 Collier

He was at the face getting coal down and was killed by a stone 9'x9'3"x2'6" said to have been propped four in a line. One fell away from two breaks. The fireman had inspected the place thirty minutes before

01-04-1924

Horrocks Samuel 37 Deputy

The accident happened at 4.10pm in the tenth hour of the shift. This was a case of neglecting safety by the fireman. It was decided to remove a prop at the side of the haulage road because a tub was rubbing against it. He attached a rope to a small haulage engine and proceeded to draw the prop though he had sent for a sylvester he continued without it and the fireman was holding a lamp for the deceased when there was a fall of roof that killed the man. The sylvester was 22 yd away where the deceased who was the last to use it left

20-10-1924

Walsh Thomas 39 Metalman

He was enlarging the bottom of the brow when drawing up an empty tub. He was fourteen yards from the rope and when one ran away he lost his head and crossed the rope and was drawn into the tension wheel

??-??-1925 MIR.

A contractor's man was injured in a fall at the face. Four feet fell in a place that was 1 in 6. There had been a fall in the place prior to this.

??-??-1925 MIR.

There was a fall of roof 7ft thick in a 1 in 3. Two men were killed when the roof weighted and a large stone fell.

From "THE INSPECTORS REPORT".

Ashtons Green No 3 1914

Heating was noticed in a seam on 14th August and later a successful attempt was made to dig out the fire and it was due to some bottom coal and the goaf was packed next to this coal.

Another case of combustion also occurred at the same mine in the Ravehead Main Delf. In this case no actual fire was seen but the usual characteristics were noted. and after attempting to locate it it was decided to seal off the seat of the fire and this was done.

MIR

12th September 1923

Ashtons Green.

Thomas Cheetham 60 collier while 'fraying' or holing in the dirt at the top a larger mass than usual came away and knocked out a prop set 2 ft from the coal face and a stone fell from the pot hole fracturing his left ankle and two ribs. He died Oct. 18th.

From Mir.1923.

Ashtons Green

A Double Tragedy.

Resulted in the death two drawers and injuries to a shotfirer and a fireman. It occurred in the main haulage road when a train of 15 tubs was being hauled upbrow and as it passed round a curve it was notice that the fifth one was derailed and the journey was stopped while the tub was put back onto the rails. When it was restarted it displaced some timber causing some bars to collapsed resulting in a fall of 35 tons. The men took the usual method of getting the tub back onto the rails and allowed the set to proceed and derailed was reached but this unfortunately proved to be an unsafe method.

MIR

20th October 1924.

Ashtons Green

Thomas Walsh was engaged in enlarging operations at the bottom of the brow when he was drawn up he empty rope into the return airway of the tension bogy. A tub had come and attached to the endless rope and ran 14 yards back owing to a link in the lashing chain the deceased was at the time lowering an empty tub and appears to have lost his heard on hearing the tubs running back and he went into the end and crossed under the rope and was drawn into the wheel. The ropes and chains were reported on weekly.

1st. August 1924

Albert Buckley was killed while he was working at the face getting down coal in a place opposite a road. A stone measuring nine feet by two feet six inches, fell on him. The fall displaced two props. The fireman had visited the place thirty minutes earlier. (MIR).

1924.

The Inspector thought that this was the worst case of neglecting to use a safety contrivance. He decided to remove a prop because tubs were scrubbing against it. He first of all attached a rope to the prop and a small hauling engine and proceeded to saw the prop through. In the meantime he sent a man for a sylvester and he returned without it. A large stone fell and killed the fireman. The sylvester was found thirty two yards away in the place where he had last used it. (MIR).

14th. February 1924

John McDermott, a metalman, was injured by fall on the endless rope haulage 1 in 4 while getting down a stone that formed part of the side four feet by two feet by nine inches. Since it was very slightly overhanging the fireman had given permission to fire a shot if it was necessary. In falling it knocked the deceased partly to the floor. He died the following day from his injuries. (MIR).

BISPHAM HALL.

31st. August 1855.

An accident occurred at the Bispham Colliery owned by Blanker and Company when a collier, John Ashton, was killed when a stone fell on him and broke his thigh and crushed his back. The man was reported to have had a large family. (WE).

From 'THE NEWTON AND EARLESTOWN GUARDIAN'

30th January 1924.

Colliery purchased.

In an important development at Wigan in Orrell by the purchase of the Bispham Hall Colliery by a new company under the title the Bispham Hall Terrocaotta and Brick Co and work has resumed on full time this week andin cludes thebrock work and the pit as well as the farms about 100 acres.

BOLD

The township of Bold, Lancashire, is between St. Helens and Warrington and the Bold family has an unbroken connection with the township from the 12 to the 18th century. The origin of the family is lost in antiquity but according to the legend, the founder of the family obtained the name by slaying a griffin that lived on Bold Heath. As a reward the dragon slayer was given as much land as the beast's hide would cover and the land was given the name, 'The Bold.'

The family built houses and one that could be fairly described as a palace. In 1616 Richard Bold built Bold Old Hall, surrounded it with a moat and left his initials together with those of his wife Anne who was the daughter of Sir Peter Legh of Lyme, carved over the door. A new and palatial hall was completed in 1732 under the direction of the eminent Italian architect, Leoni.

Bold New Hall was sold by Henry Bold-Broughton in 1858 to the eccentric Wigan cotton spinner, William Whiteacre Tipping for £120,000. He was not married and was said to have lived in four rooms indulging in pleasures such as cock-fighting and visits to the Tipping Arms often with as much as £1,000 in his pocket. He also hoarded gold coins in buckets and died intestate in 1889.

About ten years afterwards the estate was purchased by a syndicate, registered as the Bold Hall Estate, Limited and the New Hall was pulled down and a colliery opened. The Old Hall was left to become a farm house.

In 1946 the Bold Estate was again up for sale. The sale excluded Old Bold Hall but included twelve farms and thirteen cottages. The estate was purchased by Councillor Roger Fleetwood Hesketh of Meols Hall, Southport on behalf of himself and his brother, Mr. P. Fleetwood Hesketh. there was stalk at the time that he had bought it for sentimental reasons as they were descended from the Bold family.

Farnworth Church at Widnes contains the Bold Chapel in which there are marble figures of Richard Bold, 1635 and his wife and also a white marble monument to May Bold who married Prince Saphiea of Poland and died in 1824 without issue.

In the same year, a complaint was received to the Inspector concerning the state of the shaft which was in the course of sinking. On visiting it the following day the owners promised to wall the shaft before sinking any further. This was done and carried on all to the bottom of the shaft. 8th. January 1875.

The first man to have been officially recorded killed at the colliery in the Mines Inspectors Reports was Charles Jones, aged 23 years, a sinker was killed when he was struck on the head by a winch handle.

18th. June 1875.

Fatal Accident at Bold.

John Ryan aged 20 years, an engineman was reported killed when he fell down the pit. The St. Helens Newspaper & Advertiser of 22nd. June, 1875, reported that there was a sinking accident at the colliery which was similar to one that had occurred at Thatto Heath colliery the previous day. John Ryan aged 19 years of Bold The pit was new and the sinking operations were not yet completed. On Friday morning, John Seddon man in charge of the pit mouth, noticed that the pumping engine had stopped and he asked Ryan to go down. The engineman lived in Burtonwood and Byan said that he would go down. He was lowered down and started the engine and knocked to be drawn up. This was done and when the hoppet arrived at the surface he was seen clinging to the outside of the bucket by George Parr. Ryan shouted, "I am fainting" and he lost his hold and fell to the bottom of the shaft, a distance of about sixty four yards and into about three feet of water. About three 0'clock the same morning. William Horton and James Hughes went down and found Bryan, quite dead. The body was brought up and taken to the house of Mr. Greenough of Boundary Vaults where the inquest was held and a verdict of 'accidental death' was returned.

The Inspectors reported that in 1879 Bold Colliery, St. Helens, was the property of the Bold Colliery Company, Limited. There were two deaths from January, 1873 to December, 1878. None in 1879. Colliery reported not working in 1879. 1882 Reported still not working. (MIR).

In 1873 the Inspector of Mines received a complaint concerning the state of the shaft which was in the course of sinking. On visiting it the following day the owners promised to wall the shaft before sinking any further. This was done and carried on all to the bottom of the shaft.

There were several prosecutions for breaches of the rules at the colliery reported in the Mines Inspectors Report for 1873. Proceedings were taken against Mr. Peter Hitchen, the manager of the colliery, for breach of the the 20th. Rule of the Coal Mines Regulation Act, 1872 for 'Using a cage for lowering and raising persons without sufficient cover overhead' an accident having previously taken place wherby a man lost his life. The case was heard at Wigan Magistrates Court before two County Magistrates Reverend J.J. Dixon and Mr. I. Taylor Esq. when Mr. Hitchen was fined £2-10s. and costs.

This was not the last fatal accident at the colliery. We must never forget the true price of coal. On the 23rd. January 1886, William Yates, aged 18 years, a dataller was killed when he and his father and another man were putting up a heavy bar. They had a temporary prop under it when it fell and struck him. There was no fall of roof.

It was reported in local papers about the 26th. January 1886 that Dominic Dalton aged 35 years, the banksman at the colliery was killed when he was going into the cage to get the loaded tubs out instead of pushing them out with the empties. By accident the engine crept and lifted the cage. He jumped out of the cage, a tub followed him and fell on him. More details of the accident were given in '*The Colliery Guardian.*'

"Dominic Dalton employed at the Bold Colliery as a banksman was taking a wagon off the cage which had been raised level to the brow when the cage went suddenly eight feet into the headgear. William Appleton in charge of the brow went into the engine house after the accident and thought that Marsden the engineman, had on too much steam after oiling the valve. The verdict censured Marsden for not having showed enough care."

PRESCOT REPORTER

30th. January, 1886.

Fatal Accident at Bold Colliery.

At the inquest into the death of William Yates aged 18 years who was killed at Bold colliery when a heavy cross bar fell on his head there was a verdict of accidental death returned.

PRESCOT REPORTER

30th. January, 1886.

Fatal Accident at Bold Colliery.

Doninick Dalton, browman at the colliery met with his death as he was pulling trucks from the cage which jerked and pulled him towards the gearing but as he jumped back he was run over by a truck which crushed him to death. He left a wife and six children.

10th. January 1887.

PROSECUTIONS.

At St. Helens Magistrates Court John Jones was charged with unramming a shot at the colliery. He did not appear in court as he had absconded. This was not an isolated case. Many colliers in the district did not appear in court and left the district rather than face the full force of the law which could see them sent to Kirkdale Prison.

22nd. April 1887.

In the Higher Florida Seam, three men were injured by a contactor firing a shot on the roof. The barometer read 29.52 inches and was falling. The contractor and two other men were in line with the shot and about eleven yards away. They were burnt when some gas fired. No gas had been previously reported in the book but it was found after the explosion for some days. The men were withdrawn from the district when shots were to be fired. The cause of the accident was put down to 'gunpowder.'

16th. September 1887.

Thomas Rigby aged 15 years, a pony driver was killed. He had brought the journey of loaded tubs to the bottom of the pit and had un-hooked his pony and was walking backwards in front of the tubs as they were shunted into the shunt when his foot caught a sleeper. He fell back and the tubs ran over him.

PRESCOT REPORTER

22nd. January, 1887.

Accident to Sinker

Thomas Kane of Fleet Lane, St. Helens claimed £30 from Isiah Pilling, contractor on account of the personal injury he received when sinking the shaft at Bold colliery on the 24th. July, 1886. The case was heard by Judge Thompson at the County Court. It was heard that the case had been settled and the plaintive would receive twenty guineas and each party would pay his own costs. His Honour consented.

PRESCOT REPORTER

20th August, 1887.

Fatality at Bold.

James Rigby of Bold colliery who resided at 76, Normans Road, Sutton was killed at his employment about noon. He was to take charge of a horse down the pit and lead chain of nineteen wagons to the bottom. As he went to unhook the horse the wagons continued to move downhill and he fell in front of the wagons trying to stop them and was crushed. He called. "Oh, my back's broke". Henry Reynolds, the overlooker, ran to his assistance and tried to get the wagons off him. He was released and taken up the shaft but he died on his way home.

PRESCOT REPORTER

27th August, 1887.

At the inquest of the body of Thomas Rigby an verdict of 'Accidental Death' was returned,

PRESCOT REPORTER

26th. November, 1887.

Fatal Strain at Bold.

The inquest on the body of collier John Williams aged 26 who was employed at Bold colliery. Mrs. Williams said that he son and husband returned from work and her son complained of having hurt his back when putting a box back on the rails. He steadily got worse until he was unable to work and remained in bed until his death on the Sunday morning. Dr. Case attended and conducted a post mortum when he found the cause of death was a rupture of the spleen. Mr. Andrew Jackson, the manager of the colliery said that the decease had not reported the accident to any of the colliery officials. William Fletcher who worked with the man said he had complained of having a bad back through hurting himself lifting a box onto the road. The jury returned a verdict of 'Accidental Death'.

11th. February 1888.

William Storey aged 45 years, a blacksmith was killed as he was helping to put in a new cage and was standing near the pit mouth which was well lit. He was asked for some dome shackles and he stepped forward without thinking and fell down the pit.

1890's

Robert Lewis aged 37 years, a collier, was killed at 2.30 p.m. in the ninth hour of the shift when a thin piece of roof fell out as he was pulling down the coal. The accident occurred on the 16th. October 1890.

On the 10th. November, 1890, Hugh Jones aged 33 years, a tunneller was killed while he was working with others. They had started to drive a tunnel and had been told by the fireman to set a bar at the entrance. They neglected to do this and a stone fell from the roof and caught him. The accident happened at 8 a.m. in the fifth hour of the shift.

James Spencer aged 31 years, a surface labourer was killed when he and another man were lowering three wagons of bricks on the 10th. October 1891. He was told to fasten the brakes of the waggons as they were being lowered but he did not appear to have done this and one of the waggons followed him and crushed him against the buffers of another. The accident happened at 7.15 p.m. in the 7th. hour of the shift.

12th. April, 1891

Serious charge Against Colliery Employees.

At the Police Court, Richard Houghton, engine winder of Sutton, John Riley, a man named Tickle and an other was charged with drinking at work. Houghton was in charge of the No.1 engine and they were all found drinking in No. engine house. Tickle was the winder on No.2. Houghton said he was aware that he should not leave his engine if there were men underground but he said he did not leave his engine. Tickle was fined 40 shillings with costs and the rest 5 shillings each.

16th. October, 1891.

Fatal Accident at Bold.

James France, a labourer of Sutton was killed as he was engaged in unloading bricks from railway wagons in a siding at the colliery. Another wagon was a few feet away and after he had unloaded the first he was expected to deal with the second. He was working alone and about 7 'clock he had emptied the first wagon and pulled it down to make room for the second. The loaded wagon came down and he was caught between the buffers and killed. Several men heard screams but he was dead when they arrived. At the inquest John Mather said he was taking wagons down a 1 in 60 incline. He put the brake on the fourth wagon but not on the fifth and it followed and killed France. The Jury returned a verdict of accidental death.

On the 25th. September 1892, Peter Woods aged 56 years, a sawyer, was killed while cutting a sleeper five feet long. The timber rebounded after touching the power saw causing him internal injuries from which he died 27th. August. The accident happened at noon in the sixth hour of the shift.

The '*Colliery Guardian*' of the 23rd. December, 1892 contained an article that described the colliery in great detail.

THE LANCASHIRE COALFIELD. BOLD COLLIERY.

Three shafts have been sunk here in close proximity. No.1 shaft is 12 feet clear diameter, an upcast and is 607 yards deep to the Florida seam. No 2 is 16.5 feet in diameter a downcast and sunk to the same depth. Nos.1 and 2 were sunk by a former Company the first to 607 yards and the second to 200 yards.

In 1875 the machinery for raising the water was overpowered and the undertaking was abandoned after an expenditure of £57,000. In 1878 the Collins Green Company bought the plant at the Bold Colliery and since then have sunk the No.2 shaft from 200 yards to 607 yards and recently the No.3 shaft had been sunk to a depth of 617 yards each shaft having passed through the Upper and Lower Florida seams.

When the present company commenced the operations at the colliery, the water that filled the Nos.1 and 2 shafts was cleared out by winding engines and barrels each having a capacity of 300 and 400 gallons. The water lifted by this method was considerable though it is probable that the pumping operations at the Collins Green Colliery took away part of the water which originally drowned the first attempt at the winning. Enterprises of this kind where water is certain to be met with should be provided with ample pumping power, so that the delay and even the failure of the undertaking which is frequently the result of working with a limited power of the engines may be avoided. In the north of England it is common where the magnesian limestone is to be sunk through from the surface to a depth of 80 yards and upwards. It is evident from the data already given that the depth of the shafts to the more valuable coals will increase as the winnings are made further to the south of the present collieries and the thickness of the water bearing New Red Sandstone may also increase in that direction so that ample pumping power is indefensible for a successful issue.

WINDING.

The winding engine at the No.2 shaft has two horizontal cylinders 16 inches a by 36 inches. this engine was used for lifting water with barrels holding 300 gallons. The winding engine at the No.2 shaft has two horizontal cylinders 36 inches by 72 inches with ordinary slide valves, cylindrical drum 18 feet in diameter with a brake ring at each side and a foot brake also 10 inches steam reversing gear. the engine was originally used for lifting water in No.2 shaft commencing at 200 yards deep and winding with large barrels. It now winds coal from 607 yards. Six tubs are raised in each cage on two decks. There are three wire rope conductors to a

cage. The winding ropes are of plough steel 1.5 inches in diameter and when half coiled on the drum are turned back by a ring so as to coil one upon another for half of the wind. This is found to a great extent the side abrasion which results when the whole of the rope is wound on the drum in one continuous coil sideways. the duration of the rope is doubled by this newer method. Eight hundred tons are raised in this shaft in a day and each winding including changing the tubs is performed in one minute.

No.3 winding engine has two horizontal cylinders 36 inches by 72 inches ordinary slide valves 10 inches steam reverser cylindrical drum 22 feet in diameter with a brake ring on each side of the drum and a foot brake. The winding ropes are turned back on the drum and similar cage and ropes are used as in the No.2. No pumping engine is erected at this colliery. The inflow of the water to the bottom of the shaft is lifted by the winding engine at night.

HAULING.

The No. 1 hauling engine is placed in the Upper Florida seam near the shaft and has two horizontal cylinders 16 inches and 30 inches geared 1 to 5 and works a downbrow 1,100 yards in length with endless rope of best plough steel seven eighths in diameter. This engine originally hauled sets of about ten tubs up the brow to a distance of 700 yards the empty tubs descending by gravity. the work performed by this method was 700 tubs containing 262 tons per day. In 1888 the system was changed to an endless rope giving this remarkable advantage, that 1,600 tubs containing 600 tons of coal are now being drawn per nine hours from a distance of 1,100 yards. the result had been obtained by the same engine power with a double road in the latter case and a continuous supply of laden tubs to the cages also a continuous supply of empty tubs at the same time to the workings the latter assisting considerably in the haulage. The tubs are attached to the rope in couples at eight yard intervals. the old drum of the engine was 6 feet in diameter and 4.5 feet wide is retained for the endless rope the only addition to it being a iron plate fixed to one side of the drum with a slight taper on the side. The rope is taken 2.5 turns round this plate which can be easily replaced by a new one when worn out.

No.2 hauling engine placed near No 1 has two horizontal cylinders 16 inches by 36 inches geared 1 to 3 and one 6 feet drum adapted for endless rope as in the former case. The endless rope is taken along the east level 400 yards and a downbrow of 300 yards southward in the Upper Florida seam.

METHOD OF WORKING.

The main downbrow is driven 1,100 yards as an engine plane and extended further over 100 yds to the face in the Upper Florida seam, the dip being 1 in 6.3 at the top and 1 in 7 at the bottom of the plane. The coal is worked entirely by longwall. Levels are driven out of the brow 100 to 120 yards apart on the eastern side. The first level begins at 170 yards from the top to allow a barrier of coal to be left at the Upper level and is now driven to the east 500 yards. The produce of six stalls which are in operation at the far end is brought through this level horses being employed to haul the tubs to the down brow where they are attached to the endless rope. The gateways in the stalls are placed about 15 yards apart supported by packwalls and cut off every 100 yards by a new crossgate. The second and following level are driven out on the same method, there being nine levels in all which are less and less advanced as the bottom of the downbrow is approached forming a continuous face with steps at 100 yard intervals. The cleavage of the coal runs in a NE direction so that the stalls driving across the cleavage half on end which is found to be an advantage in producing a greater quantity of large coals. On the west side of the main down brow the levels are driven out about 200 yards apart and are five in number. Jig-brows on half-course are used here. The produce from twelve stalls is brought by horses along each level to the endless rope. The face of work on the west side is also continuous about 1,000 yards long, broken by steps at each level.

The Lower Florida being about 4 yards under the Upper Florida is won by horizontal driving tunnels from the levels in the seam above described. About 2 yards of tunnel in the north being required to reach the Lower Florida Seam which is then opened out by levels on either side corresponding to those in the mine above but worked at a later period, about three years after the Upper coal has been taken away. The gateways in the lower Florida mine are made 20 yards apart with packwalls 3.5 yards thick on each side leaving about 10 yards of waste in which are built occasional pillars 3 yards square, 2 yards back from the face in place of chocks which are little used. Two lines of props support the roof at the face.

BOILERS.

There are five Lancashire boilers working at 70 lbs. pressure. Three 20 feet by 7 feet by Messrs Hough and Son of Wigan and two 30 by 7.5 feet by Tetlow Brothers of Hollingwood.

There are also three 30 feet by 8 feet of steel at 100 lbs. pressure by Messrs. Heaton of Holt Town, Manchester. Underground there are three vertical boilers 6.5 feet high and 4.5 feet in diameter with sixty Field tubes fitted to each boiler. They are fed by 4 inch pipes giving a water column of 90 yards derived from a cystem in the shaft.

SAFETY ARRANGEMENTS.

Each winding rope is fitted with an Ormerod detaching hook. In all the down brows electric signals are in use. The explosives used are Carbonite and Roberite. The detonate is fired by an electric battery furnished with 40 yards of cable. all are under the charge of shotlighters and the shots are fired day and night. In working the Florida seams the coal sticks to the roof requiring the use of explosive to bring it down. The mines are lighted with safety lamps of the Park Lane and the Marsaut type. No open light is allowed away from the shaft.

VENTILATION.

The ventilation of the Collins Green mines is produced by two furnaces and three boilers in the Yard seam. The quantity of air being 150,00 cubic feet per minute Ventilation at the Bold Colliery is produced by one furnace and three boiler tubes in the Upper Florida mine and circulate 130,000 cubic feet of air per minute.

SCREENS.

At Collins Green two ordinary bar screens are in use and one of wire netting vibrating lengthways, 4 inch in throw. The inclined surface of the wire netting is 10 feet by 4 feet and over this the charge coal passes to a travelling band of steel 31 feet by 4 feet wide upon which all the debris is separated from the coal. An engine with one cylinder 6 inch by 12 inch works the screen and band by means of a line of shafting, one pulley and a wire rope half an in in diameter.

At No.2 shaft at Bold colliery there are three ordinary bar screens. From one of the screens a travelling band of steel 45 feet long and 4 feet wide is worked and on which the large coal is cleaned. The engine that drives the bend has one cylinder 6 inches by 12 inches and is geared 1 to 4.

HEADGEAR.

The head gear of the shafts is of pitch pine. That at Collins Green is 56 feet high and those at Bold No.1, 2 and 3 shafts 60 feet in height.

WORKMAN'S CLUB.

The Company has recently erected 100 workmans cottages away from the collieries at Burtonwood and 54 more are now being built. A social club had now been established with a 100 members at present. Every endeavour is made to provide means of recreation and to give interest and employment to the mind.

The waterworks for the village embraces a well sunk in the New red Sandstone. A water tank placed over the pump and well at an elevation of 24 feet and the tank is 6 by 19 by 15 feet and holds 10,687 gallons. The pump has a 6 feet ram and 20 inch stroke the motor had a cylinder 6 inch by 12 inch and is geared 1 to 4. One vertical boiler 4 feet in diameter and 6 feet high supplies steam at 60 lbs.

BRICKMAKING.

At Burtonwood a machine is constructed by Mr. Johnson of Leeds which turns out 10,000 bricks per day. It is driven by an engine with a cylinder thirteen and three quarters inches by twenty four in at 100 lbs. pressure.

Communication by telephone is made form the Collins Green office to the office at Bold and also to the bottom of the shafts and the extremity of the downbrow in the mines at Bold colliery.

11th. January 1893.

Edward Perry aged 18 years, a packer was building a pack with his father when a stone fell from the slips. They must have disturbed the roof while drawing props. The accident happened at 8.30 p.m. in the sixth hour of the shift. (MIR).

In 1894 the Inspectors reported, Nos. 2 and 3 were owned by Collins Green Colliery Company. Andrew Jackson was the manager of both. His Certificate was No. 117. The manager of No. 2 Pit was Henry Reynolds, Certificate No. was 600 2nd. Class. There were 414 employed under

96 surface. No. 3 Pits manger was Thomas Bellfield, Certificate No. 144, 2nd Class. There were 286 employed underground and 37 on the surface.

William Griffiths aged 43 years, a packer, was killed while packing behind a widework face and a stone fell from the roof while he was in a kneeling position and crushed him. It happened at 7.30 p.m. in the fifth hour of the shift on the 3rd. November 1894.

William Kerrigan aged 22 years, a labourer, was killed on the 6th. February 1895 while he was assisting to lower waggons and after doing so the stuck spring on a buffer suddenly released and hit him on the head. He died on the 10th. The accident happened in the ninth hour of the shift.

John Hughes aged 28 years, a daywageman, was killed at 4 a.m. in the eighth hour of the shift on the 13th. April 1895. He was cleaning the sump when an iron bolt fell from the surface onto his head. The pit mouth was not clear of loose material and the bolt appears to have been disturbed and fallen through the banking apparatus at the surface.

Thomas Murphy aged 40 years, and William Hughes aged 43 years, both colliers were working at the face when a fall occurred running parallel to the face and capping three props. The fireman had not visited the place since eight and it occurred at 1 p.m. in the 7th. hour of the shift on the 3rd. September 1895 but he instructed them to set a row of props. The verdict was 'Accidental Death' but the jury thought that the officials should visit a place more than once during a shift.

The Inspector's Report of 1895 reported that sinking was taking place at the colliery.

William Jones aged 40 years, a packer was killed at 7 p.m. in the third hour of the shift as he was making a pack wall in the face of widework, a stone fall from a slip in the roof on the 6th. December 1895.

1st. July, 1898.

Fifteen men were seriously injured at the No.3 shaft when the engine suddenly went at full speed by some cause that the winder could not explain. The cage crashed into a wooden platform at the bottom and the men were thrown out. The ascending cage stuck in the headgear. (CG).

John Jones aged 40 years a daywageman was killed as they were repairing bars on a brow. After they had out in a new bar they proceeded to draw props and the roof gave way capping all the timber before it and crushing him. The accident happened on the 3rd. January 1896.

John Smallshaw aged 50 years, an enginewright was killed as he was working on a new fan house when he slipped and fell between the pillars of the foundation and fell six yards. The accident happend on the 1st. May 1896 and he later died from his injuries.

At St. Helens Petty sessions on the 11th. November 1898, Edward Hewitt of Burtonwood was charged with committing a breach of the coalmines regulations. Mr J. R. Green prosecuted in behalf of Collins Green Colliery Company at Bold. Mr. Smith said that the accident took place of the 20th. July and on that day Hewitt was working as a collier for two drawers named Pennington in the Bold colliery. The rules said that scotches should be kept on the boxes. He was charged with neglecting to used scotches with the result that the box ran away with him and he was driven down the road and smashed into the wall. His right arm was shattered and had to be amputated. The rules were intended to stop such things happening.

The Company thought it was desirable to take out the summons when they received notice that he had taken out a claim through the Workman's Compensation Act. Hewitt's claim would be determined by the Warrington County Court Judge before Judge Ffoulkes who said that he thought the parties ought to come to terms and the case was adjourned. 11th. November, 1898.

Samuel Jones aged 48 years, collier, was killed when a very large fall of rock and coal buried him in the drawing road from unseen slips although the roof had previously broken in the vicinity of the fall. The accident happened on the 2nd. November, 1898.

The Coroner at the Boundary Vaults St. Helens Junction held an inquest on the body of Samuel Jones aged 48 of Penny Lane, Collins Green, who was killed in the No 3 pit at the Bold

Colliery on Wednesday morning. Henry Hall the Inspector of Mines and J. G. Thompson the General Manager of the Collins Green Company were present.

Samuel Jones the deceased son stated that on Wednesday he and his father went down the pit together and they were at their place before six o'clock. A fireman named Hollingsworth Thomas visited them at 7 a.m. by which time they had filled two or three boxes of coal which they had got from the face. The fireman came and blew down some coal which they had drilled that morning. He did not know if the fireman examined the place afterwards as he was outside the place. About 7.20 his father was setting props on the side of the roadway and had set three or four when a stone fell from the roof on his father. But when the stone which weighed two or three tons was raised he found that his father was dead.

It happened in the township of Bold and he lived in Earlestown and the Coroner wanted to know why the body had been brought to St. Helens. The witness Jones was examined by Mr. Hall and said that his father had worked in the place for two years and the place was always timbered and he did not see any crush. His father was setting a prop under the stone that fell and the floor was a yard deep. Hollingsworth Thomas the fireman said that he visited the place and he could not see the necessity to set more timber. Hall said that the man had been a collier and a fireman for 10 years and the roof was sound and solid enough.

The jury brought in a verdict of 'Accidental Death' and added a rider that a little more care was required from the fireman regarding timbering.

On the 20th. February, 1899, three lives were lost. They were James Thompson aged 16 years, drawer, William Donnellan aged 27 years drawer and Philip Foggerty aged 23 years, drawer. The chain attaching two full boxes to the endless rope stopped. They went back and collided with an empty tub at the back of the shunt and capped a bar causing a fall of roof. The road should have been more securely timbered. Two other men were injured in the accident.

At 8 a.m. five men were having breakfast in one of the drawing roads by the side of the main haulage road in No 2 pit of the Florida Mine. All five men live in Sutton in St. Helens. William Donnelly of 30, Weymouth Street, Philip Fogerty of 11, Weymouth Street, James Thompson Newton Road Parr, were buried under a large fall of roof and William Parr a young man living in Sutton Road Parr and Ishmail Cartledge of Marshal Street Sutton were both injured very seriously.

It was stated to have been caused by a couple of wagons breaking loose from the endless rope. At the time of the accident two of the men were sitting at the end of the drawing road eating breakfast and Fogerty was getting an empty box across the rails the box was across the rail when two boxes dashed into it. One of the props at the end of the drawing road was knocked down and the three were buried instantly.

A number of men who heard the fall were quickly on the spot along with William Parr, the fireman and Harry Renold, the undermanager. Cartledge and Parr were taken at once up the pit. Parr was taken to Providence Hospital suffering from serious injuries to the back.

Over an hour had passed before the others could be got from under the fall and were found to be quite dead. The bodies were removed under the direction of J.G. Thompson, the colliery manager, and removed to the Clock Face Inn which caused some of the families some inconvenience but was the nearest which was situated in that township. There had been some previous trouble with bodies being removed out of the township.

The inquest was held at the Clock Face Inn Bold Donnelly aged 27, Fogarty aged 23 and Thompson aged 16 of 167 Newton road Parr. The two boxes got off the rope and ran back causing the fall. The full boxes had caught an empty which had knocked down a bar. The Inspector commented that the road should have been more securely timbered. The inquest was adjourned.

At the Horns Hotel, Farnworth Ishmail Cartledge of 4, Martland street was the first to be examined. He had worked in the no 2 pit for two or three years as a lasher-on, he had to lash the tubs onto the rope at the top of the level. William Parr who was seriously injured in the accident had to be carried into the room. He was a collier but his drawer was not working. He said he had seen the last witness lash onto the rope in the ordinary way.

James Isherwood the engine driver gave his recollections. Mr. Hall addressed the jury and said that he had inspected the place and found that the fall amounted to 7 to 8 square feet. Generally speaking he did not feel that the colliery owners maintained a standard of safety in the colliery as they might be expected to do. It was a very rough road in many parts.

The coroner summed up and the jury took a quarter of an hour to come to its verdict of 'Accidental Death' but added the rider that they thought that the road had not been in sufficient repair and the roadway was not sufficiently timbered.

At Warrington County Court on the 21st. April, 1904, Walter Bunting, a collier of 1, Layland Street, St. Helens made a claim against the Collins Green Colliery Company. The plaintiff the very day after the Act came into force was injured at the colliery and a very substantial part of the case arises under section 2 of the Act which stated that notice of an accident must be given. On the 2nd. July the man did not report the injury but went on at work as usual and treated himself and put on poultice which according to the medical gentlemen was the worst he could have done. As a result he lost the sight of his injured eye. A lump sum was fixed which would do away with the collieries liability but they would not pay a weekly sum and he would take his own course as to the future treatment of his eye.

The inquest was held at the Bold Colliery Offices on the 12th. May, 1899, by Mr. Brighthouse, the County Coroner on the body of Henry Rigby aged 20 years of 102, Normans Road, Sutton who was killed early on Monday in the new shaft at the colliery. John Rigby, the father of the deceased, was a pumpman and he had only worked at the colliery for six weeks. On Sunday the deceased said that he did not want to go to work as he was afraid of falling down the shaft.

Thomas Jones of Clock face, said that he had practical charge of the pit shaft and on Sunday the deceased went to take charge of the pulseometer in the shaft he had to work on a platform 7 feet by 2 feet 6 inches. Jones said that at 4.20 he went with Rigby to repair a clack in the pump. When he got there he found that the other pump in the opposite side of tea shaft had ceased working and he went to it telling Rigby to go on pumping in the mean time. when doing this he heard a report of a joint blowing out and a man named Anders shouted that rigby had fallen down the pit. He thought that has the joint had blown out it had struck him causing him to fall. He fell 25 yards down the shaft into 12 ft of water. When they got him out was dead.

There was no fencing round the platform. The clack that he had gone to repair would cause a build up of pressure and the pipe to break by the steam pressure. Mr. Barlow the manager, in answer to the Coroner said that when the pump. The Inspector, Mr. Matthews said that the management should if possible put a fence round the platform. The verdict was 'Accidental Death.'

From the '*Newton and Earlestown Guardian*';-

“MINERS AND UNSAFE WORKINGS.

In a case heard before Judge Ffoulkes on the 27th. October, 1899, at Warrington County Court William Smith, of Parr, claimed 15/- from the Collins green Colliery Company for three days wages. Similar claims had been put in for 10 other miners but the decision would stand or fall on Smith's case.

Mr. Riley appeared for the plaintiff and Peace of Wigan for the defendant. On the morning of the 24th., the plaintiff and the 10 others were engage in Bold colliery six of the miners winning the coal and the rest being their drawers. On of the props supporting the roof was caught by a passing tub a stone 6 feet b 5 feet fell the fireman's attention was called to the fact and he decided to put a prop under it with a sleeper. The drawers did not think it safe and refused to work. The stone was not moved until two days after and they now claimed dangers for being kept idle. The defence said the they had accepted conditions when the stared work and the Co was not liable for loss of work through accidents. The Colliery Regulation Act was quoted which said that the colliery could not be kept responsible for mistakes by the fireman. The case was dismissed by Mr. Riley was given leave to appeal.

The '*Colliery Guardian*' of the 23rd. December, 1892 contained an article that described the colliery in great detail.

THE LANCASHIRE COALFIELD. BOLD COLLIERY.

Three shafts have been sunk here in close proximity. No.1 shaft is 12 feet clear diameter, an upcast and is 607 yards deep to the Florida seam. No 2 is 16.5 feet in diameter a downcast and sunk to the same depth. Nos.1 and 2 were sunk by a former Company the first to 607 yards and the second to 200 yards.

In 1875 the machinery for raising the water was overpowered and the undertaking was abandoned after an expenditure of £57,000. In 1878 the Collins Green Company bought the plant at the Bold Colliery and since then have sunk the No.2 shaft from 200 yards to 607 yards

and recently the No.3 shaft had been sunk to a depth of 617 yards each shaft having passed through the Upper and Lower Florida seams.

When the present company commenced the operations at the colliery, the water that filled the Nos.1 and 2 shafts was cleared out by winding engines and barrels each having a capacity of 300 and 400 gallons. The water lifted by this method was considerable though it is probable that the pumping operations at the Collins Green Colliery took away part of the water which originally drowned the first attempt at the winning. Enterprises of this kind where water is certain to be met with should be provided with ample pumping power, so that the delay and even the failure of the undertaking which is frequently the result of working with a limited power of the engines may be avoided. In the north of England it is common where the magnesian limestone is to be sunk through from the surface to a depth of 80 yards and upwards. It is evident from the data already given that the depth of the shafts to the more valuable coals will increase as the winnings are made further to the south of the present collieries and the thickness of the water bearing New Red Sandstone may also increase in that direction so that ample pumping power is indefensible for a successful issue.

WINDING.

The winding engine at the No.2 shaft has two horizontal cylinders 16 inches by 36 inches. this engine was used for lifting water with barrels holding 300 gallons. The winding engine at the No.2 shaft has two horizontal cylinders 36 inches by 72 inches with ordinary slide valves, cylindrical drum 18 feet in diameter with a brake ring at each side and a foot brake also 10 inches steam reversing gear. the engine was originally used for lifting water in No.2 shaft commencing at 200 yards deep and winding with large barrels. It now winds coal from 607 yards. Six tubs are raised in each cage on two decks. There are three wire rope conductors to a cage. The winding ropes are of plough steel 1.5 inches in diameter and when half coiled on the drum are turned back by a ring so as to coil one upon another for half of the wind. This is found to a great extent the side abrasion which results when the whole of the rope is wound on the drum in one continuous coil sideways. the duration of the rope is doubled by this newer method. Eight hundred tons are raised in this shaft in a day and each winding including changing the tubs is performed in one minute.

No.3 winding engine has two horizontal cylinders 36 inches by 72 inches ordinary slide valves 10 inches steam reverser cylindrical drum 22 feet in diameter with a brake ring on each side of the drum and a foot brake. The winding ropes are turned back on the drum and similar cage and ropes are used as in the No.2. No pumping engine is erected at this colliery. The inflow of the water to the bottom of the shaft is lifted by the winding engine at night.

HAULING.

The No. 1 hauling engine is placed in the Upper Florida seam near the shaft and has two horizontal cylinders 16 inches and 30 inches geared 1 to 5 and works a downbrow 1,100 yards in length with endless rope of best plough steel seven eighths in diameter. This engine originally hauled sets of about ten tubs up the brow to a distance of 700 yards the empty tubs descending by gravity. the work performed by this method was 700 tubs containing 262 tons per day. In 1888 the system was changed to an endless rope giving this remarkable advantage, that 1,600 tubs containing 600 tons of coal are now being drawn per nine hours from a distance of 1,100 yards. the result had been obtained by the same engine power with a double road in the latter case and a continuous supply of laden tubs to the cages also a continuous supply of empty tubs at the same time to the workings the latter assisting considerably in the haulage. The tubs are attached to the rope in couples at eight yard intervals. the old drum of the engine was 6 feet in diameter and 4.5 feet wide is retained for the endless rope the only addition to it being an iron plate fixed to one side of the drum with a slight taper on the side. The rope is taken 2.5 turns round this plate which can be easily replaced by a new one when worn out.

No.2 hauling engine placed near No 1 has two horizontal cylinders 16 inches by 36 inches geared 1 to 3 and one 6 feet drum adapted for endless rope as in the former case. The endless rope is taken along the east level 400 yards and a downbrow of 300 yards southward in the Upper Florida seam.

METHOD OF WORKING.

The main downbrow is driven 1,100 yards as an engine plane and extended further over 100 yds to the face in the Upper Florida seam, the dip being 1 in 6.3 at the top and 1 in 7 at the bottom of the plane. The coal is worked entirely by longwall. Levels are driven out of the brow 100 to 120 yards apart on the eastern side. The first level begins at 170 yards from the top to

allow a barrier of coal to be left at the Upper level and is now driven to the east 500 yards. The produce of six stalls which are in operation at the far end is brought through this level horses being employed to haul the tubs to the down brow where they are attached to the endless rope. The gateways in the stalls are placed about 15 yards apart supported by packwalls and cut off every 100 yards by a new crossgate. The second and following level are driven out on the same method, there being nine levels in all which are less and less advanced as the bottom of the downbrow is approached forming a continuous face with steps at 100 yard intervals. The cleavage of the coal runs in a NE direction so that the stalls driving across the cleavage half on end which is found to be an advantage in producing a greater quantity of large coals. On the west side of the main down brow the levels are driven out about 200 yards apart and are five in number. Jig-brows on half-course are used here. The produce from twelve stalls is brought by horses along each level to the endless rope. The face of work on the west side is also continuous about 1,000 yards long, broken by steps at each level.

The Lower Florida being about 4 yards under the Upper Florida is won by horizontal driving tunnels from the levels in the seam above described. About 2 yards of tunnel in the north being required to reach the Lower Florida Seam which is then opened out by levels on either side corresponding to those in the mine above but worked at a later period, about three years after the Upper coal has been taken away. The gateways in the lower Florida mine are made 20 yards apart with packwalls 3.5 yards thick on each side leaving about 10 yards of waste in which are built occasional pillars 3 yards square, 2 yards back from the face in place of chocks which are little used. Two lines of props support the roof at the face.

BOILERS.

There are five Lancashire boilers working at 70 lbs. pressure. Three 20 feet by 7 feet by Messrs Hough and Son of Wigan and two 30 by 7.5 feet by Tetlow Brothers of Hollingwood. There are also three 30 feet by 8 feet of steel at 100 lbs. pressure by Messrs. Heaton of Holt Town, Manchester. Underground there are three vertical boilers 6.5 feet high and 4.5 feet in diameter with sixty Field tubes fitted to each boiler. They are fed by 4 inch pipes giving a water column of 90 yards derived from a cystem in the shaft.

SAFETY ARRANGEMENTS.

Each winding rope is fitted with an Ormerod detaching hook. In all the down brows electric signals are in use. The explosives used are Carbonite and Roberite. The detonate is fired by an electric battery furnished with 40 yards of cable. all are under the charge of shotlighters and the shots are fired day and night. In working the Florida seams the coal sticks to the roof requiring the use of explosive to bring it down. The mines are lighted with safety lamps of the Park Lane and the Marsaut type. No open light is allowed away from the shaft.

VENTILATION.

The ventilation of the Collins Green mines is produced by two furnaces and three boilers in the Yard seam. The quantity of air being 150,00 cubic feet per minute Ventilation at the Bold Colliery is produced by one furnace and three boiler tubes in the Upper Florida mine and circulate 130,000 cubic feet of air per minute.

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This is a piece that appeared on the 9th. February, 1900, during the Boer War and recorded the generosity of miners.

“Another generous subscription was made by miners the employees of Collins Green Colliery Company on behalf of the dependants relatives. Collins Green workmen £20, Bold colliery £31 4s 9d, J. Thompson manager £1, Mr William Sutton Secretary £1, Total £43 4s. 9d. to be put with local funds from Warrington and St. Helens. It was decided by the Committee to distribute the money solely to the dependants of the men who were employed by the Company previous to being called up.”

On the 13th. July, 1900 the St. Helens Petty Sessions on Tuesday Mr Thompson manager of Collins Green colliery submitted plans to the magistrates for the proposed explosives stores to be built in the township of Bold. The old one had to be removed on account of some houses being erected. Mr Baxdale, the Explosives Inspector, of the district offered no objection and said it was a better position for the stores. The magistrates sanctioned the plans.

Several deaths were reported at the mine in The Mines Inspectors Reports. On the 21st. March, 1901, William Blackmore aged 21 years, labourer was killed when he and others were putting a water tank into the cage at midnight and asked someone to bring a torch lamp within the fencing. Blackmore came through the gate and stepped into the shaft. He had a lighted torch in his hand and there was an electric light nearby.

John McGrath aged 45 years, dataller was killed on the 10th, February, 1902 when he and another person were repairing the haulage in the down brow and when they were putting in a stretcher bar across a portion of the side which gave way and crushed him.

The 30th. September, 1902, saw the death of Joseph Jones aged 33 years, collier as he was coming up the endless rope haulage and was found between a bar. No one saw the accident but he was probably leaning on the tubs going up the brow and was caught by the bar.

At the No.3 pit on the 20th. January, 1903, Charles Doherty aged 26 years, collier was holing at the face when a piece of coal came from a slip and crushed him against the back wall. He later died in hospital.

Joseph Horsley aged 31 years, runner-in wa skilled when he was struck by a haulage rope near the bottom of the shaft owing to three tubs falling out of the cage and striking the rope.. The tumbler of the cage was slightly bent during the previous night and was up at the top but the hooker-on stated that he had put them down. The incident took place at the No.3 Pit on the 19th. March, 1903.

Robert Williams aged 24 years, dataller, lost his life at the No.2 Pit on the 4th. April, 1903 as he was repairing a roadway and packing while drawing a prop with his hammer and he appeared to have slipped and was caught by a stone falling on him.

On the 10th. June,1904 ‘*The Newton and Earlestown Guardian*’ reported:-

“COLLIERY DEVELOPMENTS.

Colliers in the St. Helens district have found work very hard to get over the past two years and an announcement that a powerful syndicate is being formed and has been acquiring land in the neighbourhood of Bold and Lea Green for the purpose of opening out extensive coal seams. Two local collieries have recently closed and other mines in the district to have been worked for a large number of years and they have become more difficult to work and less profitable. New enterprise is therefore necessary and Messrs. Pilkington Brothers who own several collieries as well as their glass works have joined hands with the Sutton Heath and Lea Green Colliery Company and Messrs. Evans of Haydock and it is believed that arrangements will shortly be made for the sinking of shafts in the neighbourhood of Roughdales Brickworks at Lea Green and right away from Sherdley past Clock Face. These several capital seams may easily be tapped. On the other side of St. Helens the Wigan Coal and Iron Company are extending a mine which had to be abandoned due to excess water. These new enterprises will no doubt have a good effect on the district and trade is very bad at present in mining as in everything else.”

On the 14th. June, 1904, Philip Lenon aged 26 years, sinker was involved in an accident which proved fatal. The carriers running down the guides above the sinkers got damaged and a portion fell down the pit fatally injuring him. The winding had gone on too quickly and the scaffold where the carrier was to stop was too high above the men

James Jones aged 14 years, pony driver was riding at the front of a full tub coming down the slope with only one scotch instead of two when the front tub upset on the descent and killed him on the 23rd. September, 1904. The inquest into his death took place on the 7th. at the Griffin Inn at Bold. James Jones, whose age was given as aged 15 years, lived in Frederick Street, Sutton and was described as a smart and intelligent youth. He was driving a pony with four full boxes of coal that got off the rails and were overturned. Jones was found under the first box quite dead. James Benson of Reginald Road, said that William Stubs who had instructed the boy in his work said that they had told him distinctly to put two scotches under the wagons but he had said that they had been able to manage with one and there was only one scotch under the one that killed him. Mr. Matthews, the Inspector, said that the road was a good one and he thought that the boy had tried to manage with only one scotch. The jury brought in a verdict of ‘Accidental Death’. The Coroner, addressing Mr. Thompson the manager, said:-

“They should saddle these lads with knowledge when they went into the pit he should give them a book in which an order to use the scotches was written and then they would not be able to escape responsibility if they did not carry out these instructions.”

On the 20th. January, 1905, ‘*The Newton and Earlestown Guardian*’ reported a happy event but with a sting in the tail.

“COLLIERY EXTENSIONS AT BOLD.

On Saturday evening some 70 sinkers and others sat down to a tea at the Pear Tree Collins Green on the completion of the sinking of the No 1 shaft at Bold colliery. The manager, Mr Southern, spoke highly of the satisfactory work done by the contractors Messrs. Killmurry and Owens who had gained a depth of 700 yards with comparatively slight accidents. The National Anthem concluded an enjoyable evening. This event was closely followed by the news of the disaster in the shaft.”

This was one of those dangerous occurrences that follow miner’s lives and resulted in the deaths of five persons and thirteen others, mostly young people, received injuries and they were all very shocked.

The day had not started well at the colliery. The morning was bleak and cloudy with a bitter east wind blowing. There had been an accident that morning when the rope got off the pulley while winding dirt and in consequence the men were late in being lowered to their work. There was a big crowd of workmen at the pit head waiting to be lowered.

The day shift commenced at 6 a.m. and the men assembled at the mine and they went down to their work about 5.50 a.m. On the ninth cageful of men was being lowered when the accident occurred. The winding engines were in the charge of James Fowler, who had only been employed at the colliery about a month, and came from the Wigan district.

The cage, in which there were eighteen persons in the two decks went down the usual way but it soon became evident to the occupants that something was wrong by the speed at which

they were travelling. In the ordinary course of events it would have stopped at the mouth of the Yard Mine which is about 500 yards from the surface. There was a platform made of barks of timber, but instead of stopping, the cage crashed into the platform and sped down the shaft until it was stopped by a stronger platform 30 yards further down.

This platform had been used in sinking operations which had recently been completed and fortunately been left in position, otherwise the occupants of the cage would have gone into the dib hole contain 30 feet of water and been drowned. The impact of the cage with the scaffold was terrific and the state of the occupants of the cage pitiful. Their lamps had gone out and the dark added to the terrifying position.

Mr. G. Thompson, the manger of the colliery was on his way to the colliery at the very moment of the accident. He saw the lights on the pit brow go out and he knew something was amiss and hurried to the scene. He at once directed the operations to recover the men. One youth was found under the cage terribly mangled and it would seem that he had tried to jump clear of the cage and it had crushed him to death if he had not already been killed by the fall. Some of the other men were passed all human aid and these were removed to the Cock Face Inn at Bold pending an inquest.

Meanwhile the news of the disaster was going round St. Helens and local Doctors Jackson and his assistant, Dr. Tough, Dr. Bates and Dr. Casey arrived at the colliery as the fourteen injured men were brought to the surface. All was done to relieve their suffer as was possible and they were taken by colliery ambulance and Dr. Bates' car to the St. Helens Hospital where their injuries were attended to.

It was seen at once that a youth, John Mcavenny, was in a serious condition. He had a compound fracture of the skull and a fracture of the leg and other injuries. Every effort was made but he died about an hour later.

The following were killed:-

John Mcavenny aged 14 years, of 14, Mercer Street, Burtonwood.

John McHenry aged 14 years, of Choral Cottages, Collins Green.

John Swift aged 24 years, of 69, Romford Street, Parr.

Thomas Rothwell aged 14 years, of 19, Fairclough Street, Burtonwood.

Evan Davies aged 19 years, of Francis Street, Sutton.

Those injured were:-

Thomas Bradshaw aged 15 years of, 5, Penny Lane, Collins Green, who had a fractured of right thigh, damage to right eye and general bruising. He was also believed to be suffering from internal injuries and his condition was very serious.

William Rigby aged 17 years, of 18, Houghton Road Sutton. He had a severe scalp wound, a wound to the left leg and general bruising.

Edward Rattigan aged 26 years, of 6, Moss Nook, Sutton. He had a serious cut over right eye and sprain of right knee.

Aaron Grant aged 16 years, of Collins Green Villas. He had injuries to his back, sever bruising and cuts about the head.

John Jarvis aged 17 years, of 117, Derbyshire Hill Road, Parr. He had bruises about the face and injuries to the back.

Edward Hughes aged 18 years, of Ashcroft Street, Parr. He had injuries to the back right eye and right knee.

Richard Murray aged 36 years, a married man of Four Court, Moss Street, Prescott. He suffered injuries to back general bruising and sprain of left leg.

Harry Eden aged 14 years, of 79, Derbyshire Hill Road, Parr. He had a scalp wound and general bruising.

Arthur Hardy aged 19 years, of 96, Houghton Road, Sutton. He suffered a cut over right eye, damage to left shoulder and general bruising.

Frederick Pye aged 50 years, of 54, Brunswick Street, Derbyshire Hill, Parr. He had a dislocation of left knee and general bruising.

John Eden aged 15 years, of 79, Derbyshire Hill Road. He had a fractured thigh, a sever cut over right eye and brushing.

James Rothwell aged 17 years, of 19, Fairclough Street, Burtonwood, had general bruising and sprain to left leg.

David Rothwell. A married man, of 65, Judson Lane, Sutton had an injury to the back and right hip and general bruising.

Apart from the damage to the descending cage and the people in it, the engine house was also severely damaged. The ascending cage went up into the headgear and the Ormrod detaching

hook held it. The winding rope then flew off and the top of the enginehouse was demolished, breaking beams. Everything tumbled into the enginehouse but the engine was not damaged. The damage to the shaft kept the four to five hundred men out of employment for some days until it was repaired.

Mr. Thompson and Mr. Fairclough, the managing director, Mr. Wall, consulting engineer and Mr. Hall, the Government Inspector all made a full inspection into the circumstances in which the accident happened. Mr. J. G. Thompson, the manager of the colliery for many years, was appalled to see what had happened and was very upset that such an appalling thing could have happened at the colliery. As to the cause of the accident he could only attribute it to forgetfulness on the part of the winder.

The news of the accident spread quickly and despite the cold, there was soon a gathering of people at the pit bank. Most of the men and boys lived in Parr and Sutton and there was great anxiety as to whether they were in the fatal cage.

James Rothwell, a youth aged 19 years was the brother of Thomas. There were many distressing scenes at the colliery. Only two of the injured were men, the others were boys and youths engaged in pony driving. Rothwell and Mcavenny attended the evening school conducted by Mr. Gawthorpe.

It was felt by the workforce that the accident could have had something to do with the hours that were worked by the engine winder. At the colliery, the winder worked thirteen hours on the night shift and eleven hours on the day shift. In Staffordshire, eight hour shifts were worked which was considered enough for men engaged in such responsible work.

At the Bold colliery, the night shift winder would go on at 5 p.m. on Sunday night and work until 6 a.m. on Monday morning. This accident happened few minutes before the end of the shift. The work men were alarmed that a box had been 'pullied' and driven up into the headgear that morning and it was thought that this might have effected the engine man's nerves. It was thought that the winder was not accustomed to take sole charge of the winding but that he had always had another man with him. The colliers certainly have a strong opinion that there should be two men.

Some of the men feared an accident on that morning. When the first accident occurred they waited on the landing to see how the next cage would come down. Comment is also made of the fact that there were eighteen men in the cage when sixteen was the recognised number but as some were boys this was the usual when there was a rush of men to go down.

The men who were waiting on the pit bank waiting to go down were terribly affected by the accident. When the cage reached the bottom the men were heard screaming and shouting as everyone knew, as experienced colliers always do know, that the descent of the cage was out of hand. Some of the men fled from the shaft and there were pitiful scenes. One man had a relation in the cage and ran home and never looked back. The accident took place in the No.3 pit which is one of the deepest in Lancashire there are only two others that are deeper one being at the Rose Bridge Mine in Wigan.

The gearing was thrown out of order by the accident and the men were brought up out of No.2 pit. All the men at the colliery stopped work and no others went down. Much credit was given to the medical men who gave prompt assistance at the scene. Dr. Jackson who lived the furthest away at Cowley Hill, was the first on the scene with in an hour.

The inquest was held at the Clock Face Inn under the County Coroner Mr. S. Brighthouse. The roads were frozen and covered with snow and getting to the inquest was a matter of difficulty. Proceedings took place in a quaint low room hung with fitches of bacon and other victuals and no less than twelve old guns of various descriptions.

The colliery was represented by Mr. Peace and Mr. J.G. Thompson the general manager. Mr. Pennington Riley appeared for the relatives. The Coroner asked Sergeant Turner the Police Officer, where the winder was and he said that he did not know. He had been warned to attend but he could not be found. His name was James Fowler and the Coroner said that it very important that he be there. His address was given as 2, Brunswick Road, Earlestown but he had not been seen since the accident.

Evidence of identification of the victims was heard and John Swift of 69, Romford Street, Parr, identified son John, Caroline Williams her cousin Evan Davies, Isaac Rothwell of Fairclough Street, Burtonwood his son Thomas, Patrick McHenry of Coral Terrace, Collins Green, John McHenry and John Mcavenny of 83, Mercer Street, Burtonwood his son. Miss Olds of the St. Helens Hospital said the Mcavenny was admitted at 7.30 a.m. and died at 9 a.m.

At this point there was adjournment and the inquiry continued at St. Helens Town Hall on Friday 27th. at 9.30 a.m. The proceedings resumed with a statement of sympathy from Mr. Peace of behalf of the Company.

The funeral of John McHenry of Collins Green took place at Burtonwood cemetery on the same day. The Reverend Davies conducted the ceremony at the graveside and blinds were drawn at every window where the funeral passed. The procession was seen from near the Council Schools where the pupils were assembled by Mr. Gawthorpe, on each side of the road with bare heads. Father Ainscough delivered a short address t the graveside. Davies and Swift were buried on Friday at St. Helens and Rothwell and John Mcavenny were buried at Burtonwood cemetery.

James Fowler, the enginewinder of 2, Brunswick Street, Earlestown, gave his evidence to the inquiry. He had been engaged as a winder for sixteen months by the Collins Green Company since last February. He had previously been at the Moss Hall Colliery, Wigan for thirty years during which time he had been winding fourteen or fifteen years. There were double engines at all the pits and he had replaced a man named Cook but did not know why he had taken his place.

He 'pullied' the first time on the day of the accident when six empty and six full boxes were being wound. He ran the cage to the bottom of the top deck below the landing place, about half a yard and then stopped and had to go back again. Thinking he gave it steam and the cage went up. The damage was repaired about 5.25 a.m., when the men were assembling to go down. There was a standard indicator on the engine and he had not previously been used to working without a dial.

When the accident happened, he shut the steam to quarter way and then shut the steam off and allowed it to run half way. He then put the reversing lever on. Realising that she was running quickly, he put 'steam against her but still she ran' and the impact occurred.

The Coroner asked that when he thought it was running too quickly he lost his head and gave it some steam instead of shutting it off and the witness replied that he did not. Mr. Brighthouse said that the engine had been examined and nothing was found to be wrong with it. The very best men make mistakes that does not make them unreliable, "Do you think that you unwittingly put on steam?" he asked. "I can not account for the engine running away. I did my best to stop the engine." replied Fowler.

In reply to Mr. Henry Hall, the Inspector, the witness stated that he came to work about 9.10 p.m. and had been at work on Sunday until 1 p.m. He found the reversing of the engine difficult and the brake was of the type very much used in Lancashire and acted on both sides of the drum. He had seen this type of indicator many a time. It was rather an old fashioned one and he did not make any complaints about the indicator. He was asked if he had had any mishaps while at Moss hall and the Coroner said that they had better clear this up now as there were all sorts of rumours going around as Fowler was involved in a incident at that colliery.

In reply to a question about the brake on the engine, Mr. Glover, the Miner' Agent, said that the brake would not hold the cage and it would not stop the cage when it was going at full speed unless the steam was reversed. Fowler was asked if he had possible made a mistake. He said that when he 'pullied' earlier in the shift he had smashed the brake.

Llewellyn Spurling had stated that he had let men down. He felt the engine go quicker and he tried to pull it back and the engines did not pull up and it did not seem to have any effect at all. The Coroner said that of this statement was correct then it would stop us going further. If you did through forgetfulness then why don't you say. "*I am telling the truth. Sir,*" said Fowler.

Spurling said that he had been a enginewinder at Collins Green for eighteen years and in charge of engines for thirteen years and he had never found any defects in this winding engine and had never noticed that the brake was inefficient. He thought it was quite capable of holding the cage.

Fowler said that Spurling had said that the brake was '*not fit for snuff.*' He told him that he should work the reverser and the foot brake and nit to trust to the foot brake with engines of this kind. Spurling had once 'pullied' but that was two years ago and he had instructed Fowler. The latter was on the night shift. The question of the brake was questionable since the cage had gone 140 yards beyond where it ought to have stopped.

The Winding Society had campaigned for compulsory steam brakes to be fitted to all engines. Thomas Cook, a farmer of Burtonwood, and former winder at the colliery said that he had had ten years experience with this kind of engine. His explanation was, that as they were going down, Fowler had tried to reverse the engine, which was difficult, and failed to do so.

Mr. John West, the engineer at the colliery, and a joiner by trade said that he was in the engine house when the accident occurred. He could not say that Fowler reversed the engine. The first thing that he knew was a tapping on the enginehouse and he shouted at Fowler, "*For God's sake shut the steam off.*" The brake, in its day was thought to be the best kind but now there were better brakes on the market.

Obidiah Harrison underground manager of the No. 2 pit sated that about 5.40 a.m. a man came to him and told him that the cage had gone down. He went to the bottom and found that three boys there, two of them dead and the other injured. He found the others, and held them until assistance came, for fear that they should fall further. They were all seriously injured but the boy found under the cage was dead.

Mr. Edward Burleigh, a mechanical consulting engineer, of Manchester was called by Mr. Wilson to report on the results of the tests he had made in the colliery and described the brake as 'inadequate'. He said he would not care to be let down the shaft relying on that brake. He also said that the engine was difficult to get into reverse gear since it tended to stick in the middle.

Mr. Hall had inspected the machinery and he found no fault with the indicator but when using big engines in this way he thought that there should be a steam brake. He thought that the Colliery might do something in future.

The Coroner surmised that the calamity was due to either to the negligence of the winder or the inadequacy of the machinery or both. The record of the colliery was favourable since there had been no accidents for along time with the winders but in his opinion Fowler was trying to overtake the work that had built up from the previous accident. He had every sympathy with the man and every enginewinder in Lancashire was always one moment of forgetfulness could cause an accident.

The jury brought in verdict of 'Accidental Death' and added a rider that steam brakes should be used in future in such large engines. They did not attach any blame to the enginewinder.

Following the disaster there were claims for compensation under the Workmen's Compensation Act. Dr. A.P. Thomas, the Deputy Judge at the St. Helens Court dealt with the claims under the Act.

Patrick McHenry of 12, Choral Terrace, Collins Green claimed £150 for the loss of his son. John Mcavenny made a similar claim for the loss of his son John and Isaac Rothwell of 19 Fairclough Street claimed for his son Thomas.

The first case was on behalf on Thomas Rothwell the only question was to what extent the parents were dependant on him. They were paid £20 8s .by the Court. At the time of the accident, the family consisted of ten persons and the calculated income for the house was 32/7d. per week and divided by then this gave 3/3d. per head taking 3/3d from 7/7d. the deceased owed his parents what was left 4/4d. and to that extent the father and mother were dependent on him. This worked out over 156 weeks at the sum of £3 10s. which was claimed.

All the claims with respect to the accident had been dealt with the exception of these and the Company said that they would pay the claim since a few pounds did not make much difference to the Company.

Mr. Smith heard that funeral expenses could not be allowed as these had not fallen upon the relatives. The first case he awarded £23 4s. and the second £25 and costs were made £19 3s, which was similar to those of the first claim.

Two haulage hands, James Smart aged 16 years and James Monoghan aged 17 years were killed by a large fall of roof which occured at a junction of the roads knocking down the bars and capping timber which seems to have rolled out without breaking and fatally injured them on 20th, February, 1905 in the No.3 Pit.

Mr. Brighthouse held the inquest at the Clock Face Inn into the deaths of James Monoghan aged 17 years, of Lumber Lane, Burtonwood, and James Marsh aged 16 years of Graces Square Marshalls Cross who were buried by a hug fall of roof with 10 or 11 tons falling on them. The place where the accident happened was where one haulage road met another at right angles with tubs coming from both roads were dealt with at this kind of junction and the lads had to be there all day to see that the tubs were put on the different roads. The place was well timbered and the assistant manager was under the very spot the day before and was not conscious of any danger.

On the morning five or six bars came down without any warning. John Dixon the fireman of 43, Edgeworth Street, Sutton said that about 7.30 a.m. He was in the shunt of the West Brow in the Higher Florida Mine and he saw the boys working and all appeared to be right. He heard a noise and saw a cloud of dust and found that the place had fallen in and he could not find the boys but he heard one crying from under the dirt. he gave assistance and after half an hour they got Smart out but he died. Later Monoghan's body was got out after two hours.

The haulage road was 11 feet high and 9 feet wide and was put up four months ago with bars about a yard apart. The witness was examined by Mr Hall and said that the timbering was good and the accident was caused by weighting. The Coroner said that it was very sad that the lads should be killed but everyone seemed to have confidence that the place was safe. The court brought in a verdict of 'Death by Accident.'

William Taylor aged 52 years, collier was killed on the 10th. October, 1905, at the No.2 Pit. He was at the face when a stone fell from the roof from between two slips. The place was fairly well timbered.

Richard Dixon aged 57 years, collier at the No.3 Pit on the 17th. April, 1905. He was injured by falling against a tub he was pushing and he succumbed to internal injuries 20th. April.

BOLD No2 17-01-1906
RIGBY James 42 Packer

While lifting a stone from a heap in the floor a second slid down and injured his thumb. Died in St. Helens hospital 31st of blood poisoning

Thomas Whalley, aged 59 years, collier, was chipping away to prepare to set props near the face which the fireman had ordered him to set when the roof gave way and killed him at the No. 3 Pit on the 8th. February, 1906.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'.
13th April 1906.

DEATH OF BOLD COLLIER.

In the inquest into the death of Frederick Sullivan a collier at the colliery of 320, Robins Lane and the proceedings took an unexpected turn. On the 31st January the deceased was accident struck in the eye with a pick while working with his son Matthew. He became ill and was not able to go to his work and his death took place last Thursday. The doctor gave a certificate for apoplexy and the relatives were under the impression that death was due to the accident. at the post mortum three doctors were present. The Coroner called Dr. Casey and then adjourned the inquest until the following week so that there could be a post mortum. The widow said that she did not want the proceedings to be adjourned but the Coroner said that they would adhere to this decision and the inquest was adjourned until Thursday.

At the adjourned inquest Doctors Casey and Jackson were both present after the post mortum and were agreed on the cause of death. When Dr. Casey was called he told the court that he found that the right side of the body was paralysed and he diagnosed apoplexy. The post mortum showed that the body was actually devoid of fat and there were no marks of injury. Half the vein was diseased and extensive disease to the right lung. Death was due to exhaustion and had no connection to the injury. He had complained for years of dimness and headaches. Verdict 'natural causes.'

From 'THE NEWTON AND EARLESTOWN GUARDIAN'
31st August 1906.

Alarming Colliery Accident at Bold.

Before six in the morning 16 men were being sent down the shaft and another 16 raised. The cage went some distance past the usual stopping place and as a result the men ascending went into the headgear and the men descending went with terrible force on the landing at the bottom of the pit. The men escaped with a shaking but some of the men in the cage at the bottom were slightly injured.

John Moran aged 38 years of 214 Reginald Road and John Doans of Houghton Rd St. Helens were injured about the legs and after some delay they were raised to the surface and were taken to Dr Caseys Surgery after which they were taken home.

The accident occurred in the shaft where men were killed in 1905. rumours went round that 16 men had been killed and most of the men lived in the neighbourhood of St Helens Junction.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'
16th November 1906.

Bold Colliery Compensation Case.

The jury found themselves answering an interesting question in the inquest into the death of John Carter of Morris Street Sutton who died in St Helens. He was a daywagman at the Colliery and he had always had good health and had never complained of anything.

On Friday 6th he went to work at 5 am and was going down the jig-brow when a full bow got off the rails. He was jammed against a prop and received a bruise to the hip.

Dr Jackson gave evidence of the post-mortem revealed that one of his ribs was cracked and the right hand side of the heart was very much distended. cause of death was synovia due to the distension of the right hand side of the heart. The coroner said that did this cause his death and the Dr. answered 'No'. The Doctor thought that he might have died at any time with this

condition. The man was in the hospital from October to November a nurse said she got him out of bed and he callose into a chair and died twenty minutes later. The jury returned a verdict of death due to heart failure accelerated by the injuries received at the colliery.

George Sharps, browman, was walking along the wagon road near the steam boilers and was run over by a locomotive the whistle was said to be blowing at the time. The accident occurred on the 14th. March, 1907. At the inquest held at St Helens on Tuesday on George Shaw of 108, Herbert Street, Sutton who was employed as a labourer at the colliery. On Thursday morning last he was seen going along a siding near the No 1 engine-house and man named Frederick King shouted to him that an engine was coming. Sharps did not get out of the way quickly enough and he jumped into the middle of the line and was struck by the engine buffer and fell onto the rails. The engine pushed him along for several yards an then ran over him and killed him. Scott, the train driver said he came round the curve of the engine house he whistled and he did not see the deceased until after he had run over him. Verdict 'Accidental death.'

David Leyland aged 44 years, collier was breaking a piece of coal and appears to have caught his knee with a pick. Blood poisoning set in and he died on the 10th. May. The accident happened on the 26th. April, 1907 at the No.2 Pit.

The inquest into the death of David Leyland collier of 26, St. Helens Road, who died in St. Helens Hospital, was held at St. Helens Town Hall when Mr. Hall, Inspector of Mines was present. Coroner said that he had worked at the closely for 20 years and he went to his work on 26th. April and when at the coal face he missed with his pick and caught him on the leg below the knee and infiltrated a slight wound. He reported the matter to the fireman. He had his leg poulticed and continued work until the 7th. May when was not well and sydney at home. On Sunday he was much worse and the doctor was called in and on Tuesday he was removed to the hospital where he died on Friday.

The doctor was critical that with some people they would leave matters until they had two feet in the grave and then call the doctor. Albert Leyland the brother of the deceased and Cawley the fireman both regarded the accident as a trivial one. William Bell his brother-in-law who was working with him a the time of the accident explained that the pick slipped off a piece of coal and entered his knee. Doctor Tough stated he was called in to see the deceased on 5th. May and the leg was swollen and inflamed he was of the opinion that he died of blood poisoning and the jury brought in a verdict of 'Accidental Death.'

From The mines Inspectors Report,' 20th June, 1907;-

"DANGEROUS OCCURENCES.

In the Lower Ravenhead Mine after a shot had been fired in the coal without any hole being done the shotlighter stated that on returning near the place he saw a falme flicker near the roof which dissapeared before he reached it. The charge was 6ozs. of Kolax and was said to have been rammed with damp warrent dust. No firedamp was detected in theroadway before the shot was fired or after but a similar place on the rise aide had a slight show of gas in it."

Joseph Fairhurst aged 23 years, drawer was killed in the No. 1 Pit on the 5th. September, 1907 while attempting to unlash a chain from an empty tub to the endless rope haulage near the mouth of an endway, he was fatally injured by being crushed against a low bar owing to some mistake being made with the signalling.

Peter Ellison aged 64 years, dataller was killed while preparing to work at the mouth of a gate road of the haulage a stone fell from the side causing him fatal injuries on the 15th. December, 1907.

At the inquest into the death of Peter Ellison of St. Helens aged 63, died in St., Helens Hospital from injuries received at Bold colliery. The evidence showed that the accident occurred at the corner of a roadway which had recently been constructed when a large stone fell from the side. Mr. Hall, the Inspector suggested that some part of the side had been taken down wit the bars and the roof worked. This was denied by the fireman which said the place had not been examined since Friday aftertrnoon. Mr. Hall inspected and found that there were set except a running bar 10 yards away. The place had been timbered but this had been taken out. This would have been all right if the fireman had inspected. The jury brought in a verdict of 'Accidental Death' and expressed themselves dissatisfied with the evidence and left the matter of breach of the rules in the hands of the Inspector.

Patrick Regan aged 30 years, contractor was killed on the 27th. January, 1908. They had been drilling holes in the ripping and when he was taking up rails under where the shot was fired and a fall occurred, fatally injuring him.

24th. December, 1909.

An explosion of the winding engine was reported at the colliery about 10 a.m. The engine, which was a high pressure type was made by Messrs. W. Williamson of Wigan in 1889 and started working on the 28th. May, 1891. About 1898 the engine's bed plates broke at the shaft end and two years later an escape valve was fitted with a drain pipe at each end of the cylinder. Later there were overwinding accidents and was fitted with an apparatus to prevent similar accidents. The plate passing the steam from the slide-valve fractured with a loud report and the fracture extended for two feet eight inches. The left hand engine was connected to a 22 inch drum, directly coupled to the drum shaft. The engine worked at a pressure of 100 lbs. per sq. inch with steam from five Lancashire boilers.

On the day of the accident the engine was winding coal. The engine stopped and then reversed. The engineer said that the engines were severely stressed with the pressure in the engine frequently being in excess of that in the boilers as the drum continued to drive the engine. It was decided that relief valves should be positioned in the most useful positions. (CG)

On the 29th. January, 1909, Arthur Harvey of St. Helens and Joseph Adamson of Fairclough Street, Burtonwood were admitted to St. Helens Hospital on suffering from injuries got in the mine. Harvey had a broken leg and Adamson internal injuries.

1910's.

William Joseph Saxon aged 35 years, collier, slipped down on a landing in the No.2 Pit on the 18th. May, 1910, and hurt his leg when running a tub out. He continued to go to work but complained of pain in his leg and groin. He died on the 12th. November from a malignant tumour in the hip joint.

On the 10th. May, 1913, John Robert Mather aged 18 years, a haulage hand, was supposed to be travelling up the endless rope haulage brow rising 1 in 7 and in trying to get in from of the full tubs, he was caught by two descending ones. The drawer who was following him pulled him off the top of the full tubs where he had been crushed against the roof.

On the 10th. January, 1914, John William Garner aged 20 years, haulage hand was killed when a shot had been fired in the ripping of a gate road and the face left unguarded. He came along the face and entered the place the moment the shot was fired and was buried under a stone.. The accident was due to a breach of Section 2 of the Explosives Act in so much as the shotfirer neglected to take steps that it was clear to fire the shot.

Robert Lee, a dataller when engaged in pushing some full tubs of coal in the bottom of the jig brow in the Lower Florida Mine and he was fatally injured by a large fall of roof which brought down a running bar and six cross bars and it came away without warning on the 30th. March, 1914.

On the 8th. April, 1910, '*The Newton and Earlestown Guardian*' reported;-

“Breaking colliery regulations.

At St. Helens court last Friday, Thomas Cummings a fireman of Fairclough Street, Burtonwood was charged with a breach of the colliery regulations and pleaded guilty. Mr. Pearce prosecuted on behalf on the colliery Company. He was charged with breaking Special Rules by firing a shot in a hole in which there was an open break. The company thought that they must bring the case to the Magistrate as the case was serious because it was in the Wigan Seven Foot Seam corresponding to the great colliery explosion at Maypole colliery. They could see that there could have been serious consequences.

The hole was drilled for a shot to be placed and he was not to fire the shot if a break was found. In this hole there was a break which he found before the shot was fired the shot blew out and burnt the timber for 40 feet after the shot had been fired, he found the break.

It could have been disastrous and the Company did not wish to run any risk. The man was fined 40/- plus costs after he had admitted the offence.”

John Kearney aged 29 years, a contractors man, was killed when going to pull up a sleeper to lay rails in a roadway He had just ripped a stone from the roof to which the supports had been set.. The accident happened on the 19th. November, 1910 and he died on the 30th. December.

A serious incident was reported in the Inspectors Report when thirteen persons were injured when they were being lowered when the engineman overwound the engine. The ascending cage bumped the descending cage on the bottom. The violence of the detachment of the detaching hook with which the headgears, which are provided broke a shackle and allowed the cage to fall to the bottom of the shaft along side one occupied by ten men. Fortunately there was water in the sump or dib hole or he men would have been more seriously injured. The engine was fitted with a 'visor' but owing to the engineman giving the engine a little puff of steam when nearing the surface landing, the ascending cage shot up into the headgear and became detached, descended the shaft and bumped the cage at the bottom.

Samuel Copeland aged 16 years, haulage hand was killed in the No.1 Pit on the 27th. June, 1912.as he was taking tubs off the haulage rope at the junction of the main road and a slant when a fall occurred and displaced the timber over an area of 18 feet by 15 feet and about 10 tons of metal fell on him.

Louis Helsby aged 70 years, brow hand, was killed on the 20th. March, 1913, when at 6.15 p.m. in the first hour of the shift he was killed by falling twenty two feet off the hempstead. No one saw what happened but he slipped as he was trying to lift a tub, stepped over the side and fell.

John Robert Mather aged 18 years, haulage hand was supposed to be travelling up the endless rope haulage 1 in 7 and was said to have to in front of the tubs and was caught by descending ones. The drawer following him pulled him off the full tub where he had been crushed against the roof.

George Green aged 30 years, dataller and others at the No. 1 Pit on the 26th, August, 1914, were drawing props on the road from the pack to a temporary airway. A gablock and chain was used to loosen it but it loosened the pack and the roof came in and crushed him.

Robert Leigh aged 30 years, a dataller was pulling some tubs along the bottom of the jig brow in the Lower Florida seam when a large fall of roof killed him. Six bars were knocked out and the fall was fifteen feet by ten feet by fifteen feet. It came without warning.

John William Garner aged 20 years, haulage hand was killed when a shot had just been fired in the ripping road at the side of the face. He entered the place as the shot was fired and was hit by a stone and killed on the 10th January 1914. This was caused by neglect of the shotlighter in a breach of the Explosives Act

The 29th. December 1916 saw the inquest on Fred Hilton, aged 16 years, of Burtonwood, who died on Wednesday last was adjointed. Mr Brighthouse said Hilton and his parents said he met with an accident at Bold colliery but the Company knew nothing of this .Hilton went home on the 16th. and said he had been crushed between boxes of coal and that his legs hurt. On Monday he became ill and was taken to Hospital and died. Mr. E. Peace said the officials had not heard of the accident and the lads that worked with him had no knowledge of it. The Doctor said that death was due to blood poisoning and the inquiry must be adjourned for the attendance of Doctor Mouncey of Earlestown.

This account of drilling at Bold No.1 Pit about 1917 has survived in the archives:-

“He'd get his drilling machine, you drilled your own shot holes in them days. You' no compressed air and you just put the stand up and the you put your bobbin in and your wormscrew. This bobbin was like a big nut and then the screw went through the nut, but

this not was anchored and as you turned, the screw went forward. At the end of the drill had a socket and this worm that went through was pointed, tapered and that went into the socket and you drilled your holes like that. Then when you got so far in, wind it back again or take it out, reverse it. Then get a longer drill, put that on, drill in Drill your hole about twelve inches from the back of whatever you are holing underneath. It if was a six feet you'd put a five feet six inch hole in or a five foot hole. You'd probably drill half a dozen of these and then the shotfirer would come along and blast them down. You used to pay for your powder on them days, five pounds for a bob and one and half pence for a detonator. You also paid a penny a day for oil for your lamp."

1920's

Chewing tobacco was popular among colliers but a habit that gained popularity after the second World War was taking snuff down the pit. These reminiscences from the 1920's were recorded by an old Bold collier.

"It wasn't a common practice although some did do, but I didn't. I couldn't be no fancier of snuff. I'd sooner chew it. They used to have little tins you know, knock it out on their fist, each nostril."

On the 20th. March, 1923, Louis Helsby was killed by falling from the hempstead creeper to the surface level a distance of twenty two feet. Not much is known but it is surmised that he was trying to lift a tub onto the rails and he stepped over the rails and fell.

It was reported in the Inspector's Report in 1923 that three persons met their deaths while riding on tubs one was severely injured while making his way to the shaft and was riding contrary to the rules before the rope was stopped.

BOLD 29-11-1923
John Pilling aged 24 years, a contractors man

Two men were riding on the tubs in the haulage brow at the end of the shift which was contrary to the rules.

Ralph Thompson aged 60 years, a dataller was killed at 1.20 a.m. in the third hour of the shift on the 5th Junes, 1924, he was drawing props in the waste and was killed by a fall of roof (2 tons). He was using a gablock and chain as they were found lying near him but it was not sure that he was using it. Fell from two slips that had not been seen prior to the fall

On the 27th. September, 1924 Joseph Morris aged 50 years contractor was working at 1.15 p.m. in the 7th. hour of the shift. He was at the pit brow with another when two tubs ran back (140 yards) owing to a chain break. The lashing chain was three eighths of an inch in diameter and the tubs weight about 26cwt. The Inspector recommended that in future a Warwick should be used. Inquest held by Brighthouse on the body of Joseph Morris of 10, Wigan Road, Ashton-in-Makerfield, was adjourned after the evidence of identification. Morris was working with another man in the No.2 pit at Bold when they heard the noise of running boxes and a shout of '*Look up.*' Some men managed to get clear but Morris was caught by the boxes and he was dead when he was picked up.

Alf Thompson was killed on the 5th. June, 1924 as he was withdrawing props in the waste when there was a fall of roof weighing about two tons. He was using a gablock which was found close to him. Whether he was actually using it at the time is uncertain. The fall came away from two slips which were not visible prior to the fall.

Some date in 1928

A drawer was taking an empty tub inbye and was run over by a full runaway tub which the man lost control because of stumbling and it got too far away to the top. It was not possible to push the tub with two scotches and it was found afterwards that one scotch was necessary to

make the tub move smoothly. One scotch was found in the wheels and it was difficult to say why the drawer could not overtake it before it did the damage but the road was very low.

BOLD COLLIERY NARROW GAUGE RAILWAY.

By Frank Bamber.

In the First World War 1914-1918 a petrol driven Lister was sent to France for transport duties to supply the lads at the front with essential requirements. This strongly built machine had four flanged wheels and it ran on rails. It was also designed to run on a twenty two inch gauge railway exact in size of the gauge railways at the Collins Green and Bold Collieries.

After the War it came back to England with other used army equipment and the far sighted agent who at the time ran the Collins Green collieries decided to buy it and brought the Lister to Bold. The agent's name was A.J. Thompson who lived at Bank House, Bold and later when he retired at Leach hall in Leach Lane.

A slag siding was made on the field side of the wagon sidings roads that ran from the colliery to Sutton near Normans Lane and on it was laid the twenty two inch gauge railway by a plate layer at Bold named Joe Cook. The next stage was to get the line to Helena Road by the railway bridge at St. Helens Junction, and the pit men cut a gully of about 15 yards long through the sandstone which you can see on one side of Helena Road enabling the colliery workers to enter and depart. A steel hand rail was fixed to the side of the gully to prevent anyone falling down during bad weather.

The Lister pulled wooden carriages which were made of timber and each one had a strong wooden frame which was six feet long and five feet wide to which axle boxes were bolted. The framework of the upper structure had a centre board running lengthwise with seating either side to accommodate five passengers on each side.

The centre board acted as a backrest. The backrest was sufficiently high enough for a canopy to be fixed to with iron brackets to support it, but by 1924 the canopies were dismantled due to the carriages being lifted when strong winds blew across the fields.

The ten carriages were capable of carrying 100 passengers and sometimes more when the canopies were removed, making it possible for passengers to stand on the foot boards making it a load of 18 per carriage at times. The carriages were secured to each other by a threaded endless steel rope which was threaded through the undercarriages, returned and clamped together by bolted fish plates.

The Lister pushed the carriages to Sutton and pulled them back to Bold Colliery. The first train ran from Bold at 5.30 a.m. to pick up colliers and the boilermen and returned every half hour with night workers until the last journey at 6.45 a.m. for surface workers, who generally started at 7 a.m. The drivers, of which there were several, had other jobs during the night and day turns. They were able to leave their jobs to take charge of the train at the appropriate times. Most of them worked at stores so they were able to leave their main job when detailed off at the right time.

Some of the drivers were Wilf Heeson, Tom Bagnall, Ted Ashton from Sutton, Reuben Ellison and Tom Southern from Burtonwood, Jack Taylor from Collins Green and two spare men who worked around the boilers, named Jack Bradley and Teddy Major drove the Lister during the night turns.

A different coloured ticket was issued every week on a Friday night at the time office, Friday being pay day at the colliery. The price was six old pence (equal to 2.5p at the present time), entitling one to use it six days running Monday to Saturday, twelve journeys in all.

The narrow gauge railway ran parallel to the waggon sidings until it came to the bottom of Norman Lane where it made a right hand bend and then straightened out again to the bottom of Helena Road.

At odd times when the night workers were coming home in the morning and were seated comfortably on the side seats facing the fields glad to rest after a hard night's work, they would feel drowsy and nod off. Normally they would land at the other end safe and sound but if the driver drove too fast if running late and came round the bend too fast the carriages would lift on to two wheels and throw the drowsy ones off down the grass embankment. Luckily nobody ever got badly hurt. It was always passed off as their own fault for going to sleep and not holding on.

At other times when officials were on the carriages the driver would pull up halfway on the journey to see who had tickets, and more important to see who was riding free and then it was that the pit lads jumped off and dove under the wagons to make a get away to the main Liverpool and Manchester lines. I do not remember anyone ever getting caught. It served as a warning but some were recognised and told off at work the next day. And so the railway did

faithful service from around 1920 to 1940 when Sutton Heath Collieries took over the Bold colliery.

The railway did extra work by taking and bringing explosives from the magazine which was situated some distance away over the fields. The train must have made an estimated 62,400 journeys during its twenty years at the Bold colliery.

1930's

During the 1930's the colliery had a bad time like many other collieries in the district due to the Depression. It was then owned by The Collins Green Colliery Company but it was closed in the and then reopened by the Sutton Heath & Lea Green Collieries Company Limited, when two of the shafts were deepened to 900 yards.

The Inspector's Report stated that some time during the year, (1935) the banksman signalled the cage away and the cage did not go into the shaft but stuck and then dropped and the rope lashed against the side of the shaft and was damaged against a girder. A bolt had become loose and held the cage and then it gave way on the keps.

??-??-1935 MIR.

The banksman signalled the cage away and the cage did not go into the shaft but stuck and then dropped and the rope lashed against the side of the shaft and was damaged against a girder. A bolt had become loose and held the cage and then it gave way on the kelps.

1940's

Following Nationalisation in 1947, the National Coal Board approved a major reorganisation to make Bold one of the largest collieries in the North West. The £5 million scheme was carried out from 1948 to 1956 and included a complete reconstruction of the surface buildings and layout.

A new preparation plant, powerhouse, workshops, pit head baths, canteen, medical centre and administrative block were built. Underground a new pit bottom was constructed at the 915 yard level and twin horizons driven to open out new coal reserves. Battery locomotives and mine cars were introduced to this level and new winding equipment was installed in the three shafts.

The reorganisation led to substantial improvements in output and productivity. From a colliery which produced 626,000 tons of coal at an average productivity of 25 cwt. per manshift in 1950, the colliery expanded to produce more than 700,000 tons of coal six years later at an average productivity of 36 cwt per manshift.

About fifteen minutes to nine on the morning of the 14th. February, 1940 seven men were working a turbine into a new position in the main level of the Collins Green Pit At Bold. Suddenly a section of roof, 12 feet long and nine feet wide, collapsed on them injuring two men and completely burying the other five.

Carl Schofield was the overman and was working nearby when the accident occurred and he rushed to the scene at once. He was aware that his father Charles, was one of the men who had been relocating the turbine and he was alarmed to learn that he was trapped beneath the debris. Rescue operation began at once, these had to be carried out in a very confined space and in conditions of extreme danger and difficulty owing to the risk of further fall. Mr. Thomas Jameson, the colliery agent, had been spending his forty second birthday at home, he received an urgent message and immediately went to the pit to take charge. Working quickly but cautiously so as not to injure the men further, they found the first victim, Ernest Hayes, the pit fireman. His head was covered with shale and he was pitting dirt and in danger of suffocating. There was no room to use a shovel so Jameson and Schofield had to burrow with their hands to scrape the dust away from his face and allow him to breathe. When they had done this he was able to tell the approximate position of the other men. After about an hour Hayes was liberated and was able to walk out without assistance.

Mr. Jameson skilfully directed the securing of the roof to prevent a further fall and as the men were working under it he carefully removed stone and dirt and saw through a conveyor chain and rail.

After prolonged efforts another man, Arthur Cunningham, was rescued at about two o'clock and an hour later John Tulley was brought out. Carl could see his father and another man but it had been six hours since the accident and both appeared to be dead. All hope of bringing them out alive faded when a further fall occurred which completely blocked the hole the rescue team had been using as a means of access. After more than thirty hours the bodies of Charles Schofield aged 62 and Richard Shaw aged 40 were recovered. All the men involved in the accident came from, the St. Helens area.

The rescues were due to the coolness, courage and skilful leadership of Thomas Jameson and to the assistance he received from Carl Schofield who displayed the greatest energy and courage. Both men were awarded the Edward Medal, gazetted on 8th. October, 1904.

Bold No.3, 1940.

Falls of roof were common and Carl Schofield faced the worst situation in his life underground. He told the story in his own words:-

"I was going on as undermanager on the night shift. My father was on the afternoon shift. I got there about 10 o'clock. When I got to the office the phone rang. Someone got on,

'There's been an accident down here, there's seven men buried.'

'Where's it occurred?'

'Who are they?' Then he gave me their names.

'Mr. Schofield?'

He said, 'Yes.'

So that was my father.

So I said, 'All right then, I'll be down straight away.'

So I rings across to the manager, Jameson and then I went straight down the pit to the fall.

'Well, when I got there I could see two eyes looking through part of the fall.'

'Oh,' he says, 'Get me out.'

'Who is that?'

I says, 'It's Carl.'

'Oh thank God you've come Carl. Thank God you've come.'

I wiped blood off his face and round his mouth and put his head further back and he's pinned under a tub rail and gablock chains and lashing chains. He can't move at all.

I said, 'Keep your head there, anything more falls it'll miss you,' and I covered him up.

'Where's my father? Where's the old fellow?'

He says, 'He's under there. I think his hands are on my clog.'

So I went under the belt, under the fall, I saw my father. He was right across the belt, crushed.

Father was hopeless. His hand was on his clog.

I went up this fall for some timber and there was an opening. I thought I'll cover that in. I covered it in. Just as I was covering it in, the roof falls again. So it knocks me flying down. It don't injure me. I got up again and covered it in. I knocks me back again and the third time I was all right. I got it conveyed in. With that I was sawing away. I had a saw. Father's hand was on his clog and what was pinning the young'un down was a big lump of timber, a prop, a tree trunk I had to saw right through that and to get it right through I had to nick the old fellow's hand. Anyway we freed him and got the others.

I came home and had to tell my mother that father wouldn't be coming home. He was badly injured and that and I said, 'He's dead mother. To tell the truth he's killed.'

Somebody said, 'You'll get a medal. I didn't take any notice then in 1940 word came to be at Buckingham Palace. I was being awarded this Edward Medal you know, which is the industrial V.C.'

REORGANISATION DATES.

The work on reorganisation started in November 1949 and was completed in April 1955.

In 1940 the Sutton Heath and Lea Green Collieries Company took over the colliery from the former owners, the Collins Green Company and started a limited scheme of development. Nos. 1 and 2 shafts were again deepened to the Rushy Park Seam at 918 yards and part of this scheme

included the introduction of 15 cwt. capacity tubs, the building of a new screening plant and the renovation of some of the surface buildings.

1950

The start of the 1950's saw plans for Bold. New plans by the New National Coal Board to completely re build the pit to give it a long term future

In 1940 the Sutton Heath and Lea Green Collieries Company took over the colliery from the former owners, the Collins Green Company and started a limited scheme of development. Nos. 1 and 2 shafts were again deepened to the Rushy Park Seam at 918 yards and part of this scheme included the introduction of 15 cwt. capacity tubs, the building of a new screening plant and the renovation of some of the surface buildings.

At Vesting Date, the mechanical plant at the colliery consisted of a steam driven winding engines built by Worsley Menses in 1903 at the Nos.1 and 2 shafts together with steam compressors and fan and the necessary boiler plant to provide steam for these services. With a few exceptions this plant was very old and unsuitable for the number of years life required for the future output.

Other pits in the area were nearing exhaustion and the geological features of the Bold area were known to be more favourable than those elsewhere in the St. Helens Area. Three deep boreholes were sunk to the south of the colliery and these confirmed the opinion known to exist near the shafts extended a very considerable distance outwards. From the geological evidence obtained it was possible to make a reliable estimate of the workable reserves which were calculated a sixty one million tons.

The Central Electricity Authority, after consultation with the National Coal Board on the viability of coal supplies at Bold, decided to construct a new power station next to the collier. Soon after Vesting Date, because of this decisions, a plan was put forward for a complete refurbishment of the colliery together with development which would increase the output. The saleable output from No.2 shaft alone in 1947 was just under 2000,000 tons and starting in 1955, it was planned to increase this to 840,000 tons per annum by 1961.

A preliminary survey of the whole of the mechanical plant, surface buildings and shaft equipment revealed that Nos. 1, 2 and 3 shafts would have to be re-equipped, Nos. 1 and 2 pit bottoms mechanised and the surface plant an layout modernised to cope with the increased output expected from the re-organisation. (Colliery Engineer)

Production from the Rushy Park seam and Wigan Four Feet faces began in April 1955 and by the end of 1956 had reached a total of approximately 2,200 gross tons per day,

1956

By use of the power loaders 85,000 tons per shift were raised four times in the first year of Nationalization. (MIR.)

1957 .

A fire was reported at the colliery. (MIR).

1958.

Development work at the colliery raised the pouput to 18,000 tons per week. (MIR).

Joseph Gormley.

Lord Gormley spent two terms of employment at the colliery the first was between 4th. July, 1955 to 24th. September 1960. His pay number was 1353.

1960

In 1965 the colliery was the first in the country to have a complete electronic and monitoring installation. From the ELSIE (Electronic Signalling and Indicating Equipment) control room on the surface, the control men can watch the progress of coal face bunkering, transport and all other underground and surface operations.

1962 .

Monorail system for the transport of men introduced.

1963 .

A ripping machine was installed in the Crombuke seam. (MIR).

1964.

Improvements were made to the electrical signalling and the indicators. The ripping machine proved successful in trials. (MIR).

1967 MIR.

1968 .

The underground booster discontinued. (MIR).

ELECTRONIC SIGNALLING AND INDICATING SYSTEM. (ELSIE).

NCB Brochure of the colliery.

In 1961 it was considered that there was a useful application for a signalling and indicating system to monitor underground mining equipment, employing a single core cable and capable of carrying an appreciable number of channels of information to the surface of the mine. Such a system had been developed by Sargrove Electronics Limited, known by the initial letters E.L.S.I.E. designated Electronic Signalling and Indicating Equipment.

The basic principle of ELSIE consists of the employment of a straightforward transmitter/receiver circuit arrangement, the two being connected by a single co-axial cable. The transmitting frequencies are within 70 kilo cycles per second to 130 kilo cycles per second with a frequency separation between each channel of 250 cycles per second.

After a survey, a physical layout drawing of the colliery was made, showing the actual disposition of all underground equipment to be monitored and from it was also prepared a schematic diagram of all electrical equipment and cables required. Installation of the original 110 unit Sargrove Cubicle with the red and green indication lights mounted on front, commenced in February 1962 for the use with equipment in the no. 2 Pit. This cubicle indicated whether conveyors, haulage etc., were running or not, i.e. two stage 'on' / 'off' only. In addition, a safety section was included to show water pressure, air pressure, smoke, ventilation flow and methane. There was no easily understood mathematical pattern that could be arranged with the red and green lights on the front of the Sargrove Cubicle and a mimic diagram with additional red and green lights was built, showing all underground equipment geographically. The colliery report room was divided into two by means of a glass / wood partition and the mimic diagram fixed in one half, this allowing its inspection and study by all officials.

No.2 Pit installation having proved useful, indication was extended to include No.2 Pit in February 1963. On completion of No.1 Pit, it was realised that the installation of a cubical containing indicator lights only was by itself insufficient and agreement was reached to investigate more fully the possible use of remote indication with a view to providing information which could be of definite value in supervising the minute by minute operations of the mine, in establishing historical data useful for indicating trends and for the guidance in future planning. It was agreed that the policy to be pursued in the development of the equipment should be:-

a). To establish the running times of face conveyors, haulage systems and power loaders, by the installation of summation meters and auto-oscillators.

b) To implement a system recording the actual passage of coal on the conveyor system by coal flow indication.

c). To develop a system recording the actual travel of the power loader as provided by the positional indicators on the surface console, which further involved designing a mechanism to be fitted on the power loader itself and connected in circuit with the loader haulage chain by the fitting of an additional idler pulley, one revolution of which corresponds to one yard

(0.914m) of travel. This problem was solved and finalised between December 1963 and January 1964.

d). To establish a method of summing and presenting information in a manner that could be readily appreciated by colliery management. This had been done on a tabulated form containing such information, prepared by the control room attendant and presented to the Manager at the end of each shift.

e). To develop safety appliances to give warning of untoward underground occurrences in a centrally situated control room on the surface, which information, together with that obtained on the position of the power loader and the running times of the machinery, etc., suggested that a centre controller was necessary.

f). To investigate the possibility of the remote control of pumping equipment and of conveyor systems, demonstrated by the reverse control equipment set up in the control room.

During 1964 also, the monitoring of the state of underground bunkers with equipment similar to the loader monitors was provided. Initially, in order to prove equipment, only one coal face was monitored. This proving successful, all faces were to be monitored and it is to be noted that, in conjunction with remote monitoring, the underground telephone system has been extended to give loudspeaker communication directly to the coal face e.

At Stage 1, the original equipment was built up by the installation of individual items and occupied a fairly large area on the walls of the control room. Since the future called for every coal face to be monitored, it was considered necessary to collect the several items of equipment together and to effect some degree of miniaturisation.

At Stage 11, this was done by the building at the colliery of a 3-Unit Console which housed all equipment with the exception of the receiver-units contained in the Sargrove Cubicle. It was then found possible to transfer these receiver units into the console.

At Stage 11, this was done and together with all other equipment and thus only requiring at the colliery of the power cable and the co-axial cable to be connected.

The present arrangement is a 9-Unit similar console, monitoring seven coal faces, two bunker conveyors, with the safety alarm panel also mounted thereon.

BOLD COLLIERY REORGANISATION.

(NCB) June 1962.

Reasons For Reorganisation.

a) The geological features of the Bold area were known to be more favourable than those elsewhere in the St. Helens Area. Three deep boreholes were put down to the south of the colliery and those confirmed the opinion that the favourable conditions known to exist near the shafts extended a very considerable distance southward. From the geological evidence obtained it was possible to make a reliable estimate of workable reserves which were calculated to be sixty one million tons.

b). The Central Electricity Authority, after consultation with the National Coal Board as to the availability of coal supplies at Bold, constructed a new power station on a site adjacent to the colliery.

c). Much of the plant was in poor condition and was unsuitable for the new project.

It was essential, in order to guarantee continuity of the proposed saleable output of 840,000 tons per annum for the colliery to be completely re-equipped.

DETAILS OF THE REORGANISATION.

a). Shafts and Winding.

The No.1 Shaft

The shaft was 21 feet in diameter and was deepened to the Rushy Park level in 1942/3. It was used as an upcast ventilation An for the development of the new 915 yard horizon. It was brick lined and equipped with flexible guides and double decked cages, each deck holding two 15 cwt. capacity tubs. The headgears of steel construction and incorporated a reinforced concrete air lock.

The steam driven winding engine was manufactured by Worsley Menses in 1903. This shaft is now used as the main coal winding shaft from the 915 yard horizon and for the downcast ventilation. A new electric winding engine had been installed which is of the Koepe wheel type with a driving pulley 26 feet in diameter. The pulley is driven through a single reduction helical gears by two D.C. motors with R.M.S. rating of 1,800 h.p. Three deck gages are now installed. The original steel head frame has been replaced by a reinforced concrete headgear suitable for the new winding arrangements.

At some future date, about 1970, when No.2 Pit ceases to wind coal from the 600 yards level, the two three deck cages will be replaced by two four deck cages in order to increase the shaft capacity to 350 tons per hour.

Minecars of one and a half tons are now used, two cars per deck, providing an initial load of 9 tons which will increase to 12 tons when four deck cages are used. The pit top and pit bottom car circuits have been mechanised using rams, tilting platforms and other tub control equipment.

No.2 SHAFT.

No. 2 shaft is 16 feet in diameter and is sunk to a depth of 624 yards, just below the Lower Florida seam. It is used for downcast ventilation and is the winding shaft for all coal down to the 600 yards level. The pneumatic tub handling equipment at the top and bottom of the shaft had been brought up to date. This shaft will continue to be used for downcast ventilation and coal winding. A new reinforced concrete headgear had been constructed and the two deck cages have been replaced by two new three deck cages. A balance rope had been fitted.

The steam driven winding engine has been replaced by an electric winder by Messrs. Metropolitan Vickers. It is of the single cylindrical drum type with a drum diameter of 15 feet and is driven through a single reduction double helical gears by a single 1,200 H.P. synchronous slip ring induction motor at 407 r.p.m. The shaft capacity is now 165 tons per hour.

No.3 SHAFT.

This is the companion shaft of No.1 and was deepened from the Wigan Mines horizon to the Rushy Park level in 1945. It is 16 feet in diameter and was used for downcast ventilation and emergency manriding. The original head frame was of wood and was replaced in January 1961 by a temporary steel headgear. The winding engines by Wilkinson were of very old manufacture and totally unsuitable for inclusion in the new development. In the reorganisation this shaft is now used for upcast ventilation, supplies and manriding. A new reinforced concrete head gear with the necessary airlock has been constructed. The old steam winder had been replaced by an electric winder, duplicate to the one now installed at the No.2 shaft.

Car Handling Arrangements.

The original arrangements was for the full tubs to gravitate from No.2 shaft to an endless chain haulage by means of which they were hauled to the screening plant, where they were tipped and then returned to the shaft. This arrangement was not suitable for incorporating in the new scheme.

The new arrangements are:-

No.1 Shaft.

At the surface, new pneumatically operated car control equipment propels the full cars from the cages. After being weighed, the cars travel forward through a shunt-back and gravitate to the tippers. After emptying, the cars are elevated by a creeper and returned, through a shunt-back, to the cages for re-loading.

No.2 Shaft.

A new self-contained tub circuit has been constructed at the top of this shaft and pneumatically operated tub control and cage loading equipment had been installed. The original 15cwt. capacity tubs have been retained.

No.3 Shaft.

This shaft is used for upcast ventilation from the 600 and 915 yards horizons and also for manriding and supplies. Pneumatically operated car handling equipment is installed at both surface and underground and the necessary airlocks are incorporated in the headgear structure.

MINERAL TRANSPORT ARRANGEMENTS.

The tippers at Nos. 1 and 2 shafts deliver the coal or dirt to two parallel plate feeders, which control the flow on to other of two main conveyors into the screening plant. Facilities are provided for the reception of coal from other collieries.

COAL PREPARATION PLANT.

The original screening plant had a capacity of 800 tons per shift. There was no washery and all the qualities were dry cleaned. The run-of-mine is wound in tubs and after tipping is conveyed by two conveyors to two classifying screens. Large over eight inch is screened and passed to a circular picking table where the dirt and pickings are extracted by hand and the Large Coal is then outloaded to railway wagons.

The less than eight inch is passed to bunkers which are fed by inclined scrapers. As will be seen, filling the bunkers is such that degradation is reduced to the minimum. There are three bunkers each of 400 tons capacity. Less than eight inch coal is fed from the bunkers at a control rate by vibrating feeders and is delivered to raw coal screens in the Coal Preparation Plant. The raw coal screens size of the eight inch to two inch for treatment in the dense medium system and two inch to zero for treatment in the two Baum Boxes. A proportion of half inch and zero is also extracted in these screens for mixing with Washed Smalls to give the required ash content.

The Dense Medium plant which deals with eight inch to two inch material in the deep bath type, using froth flotation tailings as the medium. The clean coal passes over rising screens and on to classifying screens. The bath is operating at a clean coal gravity of 1.4s.g. and the sinks at this gravity are then separated by an upward current to give middlings and dirt. The middlings are rinsed and then crushed and passed on to the feed to the Baum Box. The dirt, after rinsing, passed to the main dirt disposal belt.

The two inch to zero after extraction of a proportion of the less than half inch is passed to two Baum boxes. The clean coal passes to classifying and dewatering screens. The screens are fitted with a top deck of half inch round meshes and a lower deck of 0.5mm. wedge wire. The greater than half inch material joins the clean coal from the Heavy Medium System and passes to the final classifying screens. The half inch and 0.5mm. is conveyed to one of the two centrifuges.

The water and the fine solids passing through the 0.5mm. wedge wire sieves gravitate to settling sumps where solids which settle to the base are pumped to the froth flotation plant. The clean water overflowing the sumps is reused in the washing boxes.

The thickened solids from the sumps are delivered on to two of three Niagara screens fitted with stainless steel woven wire cloths. The underflow from the Niagara screens gravitates to conditioner tanks where the froth agent is added and the pulp is then passed off to the froth flotation cells. The clean froth passes to rotary vacuum filters and then recovered cake mixed with Washed Smalls.

The tailings from the froth flotation cells pass to a thickener, on the way a suitable flocculant is added. The clarified water is reused and the thickened tailings are mainly pumped to the dirt heap. As previously mentioned, some proportion of the tailings are used in the Dense Medium System. The washed smalls are normally transported to the belt conveyor to the adjoining power station but alternatively they may be diverted to railway wagons.

LANDSALE.

A Landsale Office, Weigh Office and eight 50-ton capacity bunkers have been erected. The plant is at present handling up to 5,500 tons per week.

DIRT DISPOSAL.

The method of dirt disposal from both screens and pit was originally dumpers on to a disposal ground adjacent to the colliery.

Facilities are provided under the scheme for preparing dirt from pneumatic stowing underground when required. At present, dirt is conveyed to a loading point on the spoil heap, from where it is transported by a 30 ton capacity dump truck and tipped on to moss land.

OTHER SURFACE BUILDINGS.

The original surface buildings were old and unsuitable for incorporation in the scheme and have been replaced by new structures of adequate capacity to meet all future needs.

POWER SUPPLY.

a). Steam.

The steam raising plant was not required and had been dismantled. Small boilers have been installed for space heating and Pithead Baths only.

b). Compressed Air Supply.

There were originally two air compressors in use:-

a). Modern steam turbo manufactured by Daniel Adamson with a capacity of 6,500 cubic feet of free air per minutes at 80lbs. per square inch.

b) Walker reciprocating horizontal compressor with a capacity of 3,500 c.f.m.

Three new Bellis & Morcom two stage reciprocating compressors each with a capacity of 5,230 cubic feet per minute at a pressure of 80lbs. per square inch have been installed along with one two stage compressor of 2,700 cubic feet capacity for light duty load.

Electrical Supply.

Prior to the reorganisation the supply was taken from St. Helens Corporation at 6.6KV. It was transformed down to 550 volts and all equipment both surface and underground, was operated at this voltage. The maximum demand was approximately 850 KVA. A new substation had been erected to house the various switchgear. Transformers are of the out-door type. The supply is nor purchased fro the Merseyside and North Wales Electricity Board at 6.6KV and transformed down to 3.3KV ad 550 volt. It is expected that the maximum demand will be 8,000KVA say 0.9 lagging power factor.

VENTILATION.

Prior to the reorganisation the ventilation was a produced by a 150h.p. electrically driven Walker Indestructible Fan situated at the top of the no.1 upcast shaft, It had rated capacity of 400, 000 cubic feet per minute at five inches W.G. when running at 110 r.p.m. The fan was running at 679 r.p.m. and circulating 175,000 cubic feet at 2.5 inches water gauge. It was not suitable for et future requirements at the colliery.

Two new fans have been installed neat the top of No.3 shaft. The fan in use is a single inlet radial flow fan of the back and aerofile type, manufactured by Aerex Limited, It is capable of a maximum performance of 600, 000 c.f.m. At 16 inch water gauge and is driven by a 2,000 h.p. synchronous motor through a three speed gear box. It is not capable of reversing the air flow. The present duty of this fan is 480,000 c.f.m. at 11.2 inch water gauge.

The second fan, manufactured by Davidson & Co. Ltd., is a three stage axial flow fan 12 feet 6 inches in diameter. t is capable of supplying 540,000 c.f.m at 11 inch water gauge and is driven by two 750 h.p. motors. This fan is used as a standby and for reversing the ventilation.

UNDERGROUND REORGANISATION.

The scheme for reorganisation underground was primarily concerned with the development of the 915 yards horizon in No.1 shaft.

Shaft Bottom.

A new pit tub circuit has been constructed and is equipped with up to date tub handling equipment, tilting platform, deck rams, etc..

Within the circuit a locomotive garage, battery charging station, electricity sub-station and water lodgement have been constructed.

Main Tunnels.

From the development of the main field to the south of the shafts a pair of locomotive haulage tunnels have been driven. These tunnels are lined with fifteen to sixteen foot steel arches 13 inches hick.. The tunnels have advanced to a distance of 1,900 yards from the shafts and have passed through the Trencherbone, Wigan Four Feet and Wigan Five Feet seams with branches to serve the east and west area of the Rushy Park seam. Production from the Rushy Park seam and Wigan Four Feet faces began in April 1955 and by the end of 1956 had reached a total of approximately 2,200 gross tons per day, which had been maintained. The total output of the colliery is 4,100 tons per day.

Underground Ventilation Circuits.

The main locomotive tunnels serve as the intake airways. The return airway from the East Rushy Park area is in the Rushy Park seam and for the main south development and West Rushy Park area the return is in the Wigan Five Feet and Wigan Four Feet seams. This return connects with the No.3 upcast shaft, 200 yards above the 915 yards horizon.

No.1 tunnel has been extended to connect with the Yard Seam which is at present worked from No2 shaft, in order to provide improved ventilation in the Yard and Crombuke seams.

Loading Stations and Transport.

Loading stations designed to facilitate quick loading with a minimum of labour have been constricted on the main locomotive tunnels to serve the East and West Rushy park areas and the main area development of the Wigan Four Feet Seam. The coal is transported from the faces to the loading stations by a 1000mm steel plate conveyor and 35 inch belt conveyors. Transport to and from No.1 shaft bottom is by battery locomotive hauling trains of 60 to 30 cwts. capacity mine cars per journey gurney.

SYSTEM OF WORKING

Coal Getting.

All faces are fully mechanised and are equipped with power loading machines and armoured flexible conveyors. Three faces are equipped with Dowty self advancing powered supports. In 1955 power loading was introduced on three faces giving a face O.M.S. of 33.7 cwts. By the end of 1958 all the faces at the colliery were fully mechanised and at present the face O.M.S. is 114.2cwts.. with an overall O.M.S. of 41.4 cwts. Coal getting is on two shifts per day on all faces except one which has recently been put onto three shift operation.

Stowing.

The Trencherbone goaf will be pneumatically stowed. The stowing dirt will be sent inbye in the 30cwt. capacity cars from the surface and emptied at the dirt tipping station in the No.1 Main South Tunnel. The empty cars will then pass on to the end of the coal loading stations.

HOUSING AND LABOUR.

To produce the saleable output of approximately 3,500 tons of coal per day, it is expected that the labour force will have to be built up to 2,00 men, The local housing situation was difficult and large numbers of men had to be brought in by public and private transport from neighbouring town and villages. The position had been relieved by the allocation of houses from the mining community by the Warrington Rural District Council. In addition, the Coal Industry Housing Association's plan for the Derbyshire Hill site had been completed. Six hundred and twelve houses and a three storey block of fourteen flats have been built and tenanted.

Joe Gormley.

On his second term of employment at the colliery started at 31st. October, 1960 and finished on the 14th. January, 1961. His pay number was 1619.

1970

In May 1976 the NCB announced a £1million scheme to improve the coal winding facilities at the colliery and this scheme was completed in the summer of 1977. It involved the installation of skip winding in the No.1 shaft and all the colliery's output being wound up one shaft instead of two. The scheme illuminated the need to bring coal tubs up the shaft and then return them underground. The coal is now brought up in a skip, or container and unloaded automatically on the surface.

28th. September, 1976.

A Glimpse at Life Down the Pit.

A crop of 900 bystanders are set to join an exclusive underground movement next week. They will form a select band chosen to look at life beneath the surface through a trip down Bold Colliery, St. Helens. The 900 yard descent into No.1 shaft is scheduled for Saturday, August 28th. at the end of a week long celebration of the pit's centenary.

A Coal Bord spokesman said:-

“As far as we are aware it is the first time in the North West the public have had the opportunity of going underground at a function of this kind.”

Those who make the trip, which is a thrill in itself, will be presented with a diploma to mark the event. Nine hundred will descend on the day and thousands are expected to attend the celebrations which the Mayor of St. Helens, Cllr. Tom Harrison, opens on Monday.

The programme includes a mining machinery display, mock coal face, model mine, children's rides, Morris dancing, whippet racing, five-a-side soccer, open air disco, brass band music and a centenary gala."

THE COALFIELD AND ITS ACCESS.

(NCB Booklet 1974.)

The underground workings of the colliery extend southwards from the shafts for a distance of two and half miles (4.02Km) and are mainly under agricultural land. Future workings are planned to continue further to the south. The depth from the surface of approximately 1000 yards (914m) and the gradient varying between 1 in 6 and 1 in 25 generally south-eastwards. the coal field is bounded on the east and west sides by large faults one a quarter miles (2.01Km) apart and exploratory work is in progress on proving through the eastern fault. The colliery output is produced from two seams being the Wigan Four Feet and Trencherbone, with one production face in the Wigan Four Feet and four in the Trencherbone seam. Access to the seams is provided by two locomotive tunnels driven from Nos. 1 and 3 shaft bottoms southwards for a distance of one mile (1.61Km) on a gradient of 1 in 500 rising inbye. Development of the two seams is achieved by driving short inclined drifts from the locomotive tunnels. In addition a connecting roadway had been driven from the end of the locomotive tunnels upwards to establish a connection with the upper seam roadways in No.2 Pit, This connection allows output from No.1 Pit to be diverted to and wound up No. 2 shaft.

Explosion At The Colliery.

There was an explosion at the coal preparation plant on the 3rd. July, 1972. A gas burner, some lengths of hose, two gas regulators and the valve from the top of an acetylene cylinder were delivered to The Safety In Mines Research Establishment on the 5th. July, 1972 and an investigation of the equipment was made at the request of Mr. E.J. Raine, H.M. Senior Inspector of Mines and Quarries. The report stated;-

"The state and properties of the equipment received were consistent with the equipment having been subjected to the following sequence of events. oxygen had been fed back into the acetylene line by the presence of an object, such as a finger, in close proximity to the nozzle of the burner. On ignition at the burner, flame travelled through the acetylene hose, possibly as far as the acetylene regulator, but not into the acetylene cylinder. The pressure rise associated with passage of flame caused the acetylene hose to burst in at least two places, at one or more of which acetylene ignited externally. The burning acetylene in turn ignited both hoses releasing the full flows of both acetylene and oxygen leading to an intense fire. Other sequences of events would also be consistent, but also more complex and far less probable. In particular, they would require an independent source of ignition of with acetylene leaking from a burst hose or from one of the hoses itself."

Bold Colliery. Stage 11 Proposals for Development of the Wigan Four Feet and Trencherbone Seams and Associated Transport.

NCB Memorandum. 21st. September, 1971.

Bold is a C.D.1 colliery and was the subject of a major re-organisation of surface and underground arrangements carried out in the period 1984-56 at a cost of £5,426,960 (capital £5,373,927 Revenue £53,033). The objective was to produce a saleable output of 840,000 tons per annum at an overall output per men shift. of 39.5 cwt with 1975 men on books. On completion of the re-organisation in 1956, these results were achieved and the colliery has since

operated profitably but in recent years, the output has been below the planned level due to (1) a restriction of caving room because of the need to avoid seam interaction and (2) a shortage of manpower.

Until recently the output was obtained from the Crombuck, Wigan Four Feet and Trencherbone seams. The Crombuck was worked to No. 2 shaft at 611 yards level but production from this seam has now ceased and all the output is being derived from the Wigan Four Feet and Trencherbone in the main area of the 'take' along the 915 yards level. Under current plans covering the next five years, it is proposed to increase present output from 738,000 tons (1970-1) to 833,000 saleable tons per annum by 1974-5 at an overall O.M.S. of 46.5 cwt with 1604 men on books.

In order to achieve and maintain the current objectives now that operations are concentrated on the 915 yards level, it will be necessary to exploit reserves in the Wigan Four Feet in the south area and the Trencherbone on the east side of the horizon tunnels, as part of the normal development of the colliery. A total of 11025 yards of tunnel drivage from present access roads and 870 yards of strait drivage in the Wigan Four Feet and Trencherbone seams will be required to provide current continuity and future additional capacity to enable four faces and one spare to be maintained.

The output is conveyed to the 915 yards level by the 42 inch trunk conveyor system to a central loading point on No.2 Horizon tunnel, located 1200 yards from the pit bottom. Coal is loaded into 30cwt. capacity mine cars and transported by battery locomotives for winding at No.1 shaft which is operated at full capacity dealing with 3,700 tons per day gross. At approximately 2,200 yards inbye on the horizon tunnel Nos. 1 and 2 pit haulage systems are connected by a 1 in 3.5 rise tunnel (J57) which is equipped with a 36 inch conveyor system. The output in excess of the winding capacity of No.1 shaft is diverted up this tunnel onto the No. 2 pit coal transport system for winding at that shaft.

The battery locomotives and mine cars were installed during the reconstruction of the colliery at least sixteen years ago. Repairs and maintenance costs of the locomotives and mine cars are becoming excessive and renewal is now becoming necessary. In considering this problem other factors such as the number of men required to operate the transport system and the necessity to repair the existing loading station every two years have been taken into account. It is estimated that it would be more beneficial to the colliery to extend trunk conveying to No.1 shaft bottom and dispense with locomotive and mine car transport except for men and materials handling. Consideration has also been given to the introduction of the skip winding at No. 1 shaft but the financial return on this project does not justify the expenditure involved.

The estimated cost of the current proposals amounts to £492,628 (Capital £278,764, Revenue £213,864).

PRODUCTION FACES.

The faces in production and their immediate future prospects are given below:-

W11. The Wigan Four Feet.

This face is 227 yards in length with a seam section of 63 inches which is totally extracted. It is equipped with a single ended ranging shearer and powered supports. Production is on a two shift per day basis and the planned level of output is 800 tons per day saleable until replaced by W.10's after which it will be held as spare capacity until required for production in April, 1972.

W3. The Wigan Four Feet.

This face is 207 yards long with a seam section of 66 inches which is totally extracted. It is equipped with a single ended ranging shearer and powered supports. Production is on a two shift per day basis and the planned output is 780 tons per day saleable. The face will finish in March 1972 and will be replaced initially by T.10.

T.2 The Trencherbone.

This new face is 200 yards in length and the section of coal extracted is 68 inches with about 9 inches of top coal left up to form the roof. The face is equipped with a double ended ranging drum shearer and powered supports. Production is on two shifts per day basis and the planned output is 880 tons per day saleable. The Trencherbone is 108 feet below the Wigan Four Feet and T.2 face is working in an area extensively proved in the Wigan Four Feet. The face is expected to continue in production until June 1972 when it will be replaced by T.4.

CURRENT DEVELOPMENT PROGRAMME FOR REPLACEMENT FACES.

The immediate requirements for replacement capacity are as follows:-

W.10 and W.11's. Wigan Four Feet.

The equipment from W.9 is being transferred from W.10 to establish a retreat face utilising W.9 intake as the return. Once W.10 is equipped it will be brought into operation to produce 800 tons per day whilst W.11 will be held as spare capacity until W.10 is worked out.

W.5. Wigan Four Feet.

This face will be required in June 1972 as a replacement for W.3 in the longer term, It is proposed to work W.5 face alongside W.3.

W.12. Wigan Four Feet.

The face is currently being developed to provide a replacement for W.6 which stopped prematurely because of poor roof conditions. By September, 1971 it will be contributing output whilst further development of the Trencherbone is carried out.

T.4. Trencherbone.

The programme provides for T.2 to be replaced by a retreat face T.4 in July 1972. Intensive drivage is at present proceeding to block out T.4 using a continuous miner and also to provide an additional main return airway connection on the west side to the existing Rushy Park return.

FUTURE DEVELOPMENT AREA.

Wigan Four Feet. South Area Development.

The southern limit of present workings is against a 170 feet downthrow fault which has been contacted in the Crombuke, Yard, Higher Florida and Wigan Four Feet seams at different points. To ensure continuity after September, 1973 it is necessary to tunnel through the 170 feet fault from existing roads in the Wigan Four Feet seam to establish face room on the south side. Production is required to establish face room on the south side, production is required from W.14 by September, 1973 to replace T.10 and a second face W.15 is required by January, 1974 to replace W.5. Preparatory work is proceeding on repairs to the existing haul roads of the old W.1 face which form part of the main access to the south area and a start has been made on tunnelling through the fault on the intake side. Approximately 573 yards of tunnelling and 530 yards of seam road drivage will be required to the position of a pilot face which will be advanced southwards to prove the area. The layout provides for the further proving of the area by driving headings to the east and west in the seam by continuous miners which will enable flank faces to be worked to the south in substantially proved ground. The Wigan Four Feet in the South area will be required to contribute at least 50% of the colliery output in 3 years time and thereafter this proportion will increase provided conditions are found to be expected from experience of working elsewhere in the Bold 'take'.

Wigan Four Feet. W.6 Proving.

W.6 face has recently been stopped prematurely due to adverse roof conditions 200 yards short of the expected position of the Twenty Acre fault. It is proposed to advance the main and return roadways off this district eastwards and the district eastwards to prove the ground up to the Twenty Acre fault. It is expected that this fault will have a downthrow of 1000 feet to the east and in the longer term a tunnel will be driven through the fault to prove the area up to the Downall Green Fault.

Trencherbone East Side.

In order to provide capacity in No.1 Pit for four production faces and a spare face, it is proposed to exploit the reserves of Trencherbone on the east side of the horizon tunnels in an area where the Wigan Four Feet above had been totally extracted. It will be necessary to drive 452 yards of tunnel and 340 yards in the seam from existing intake and return roadways in W.3 Wigan Four Feet district. A 200 yards face (T.10) will be developed to advance northwards for about 700 yards at which point the area will be further developed by driving two headings beyond T.10 to allow four flank faces (T.11, 12, 14 and 15) to be worked. The tunnel drivages to gain access to this area of Trencherbone have commenced as T.10 face if required to be available by March, 1972.

WINDING SHAFTS AND ARRANGEMENTS.

The colliery is served by three shafts which are all re-equipped with new winding and decking equipment under the major reorganisation scheme, Nos. 1 and 2 shafts are used for coal winding and downcast ventilation, whilst No. 3 shaft is used principally for winding men and materials and for upcast ventilation.

No.1 Shaft. (DC?)

This is 21 feet in diameter and has a winding depth of 915 yards. The winder is a ground mounted Koepe type with Ward Leonard Electrical Equipment. There are two three deck cages each holding six 30cwt. tubs. The shaft winds men and materials at 206 tons per hour or 3700 tins gross per day.

No.2 Shaft. (DC?)

This shaft is 16 feet in diameter and 611 yards deep. The winder is a single cylindrical drum with an electric motor. There are two three deck cages each holding six 16cwt. tubs. It is used to wind men and materials at 146 tons per hour or 2,624 tons per day.

No.3 Shaft (UC?)

This is 16 feet in diameter and 915 yards deep. The winder has a single cylindrical drum and is powered by an electric motor. There are two deck cages with each one holding two 30cwt. tubs or material cars. It winds men and materials at a rate of 900 men per hour from the 195 yard level.

The effective daily shaft capacities are based on 18 hours winding time with a utilisation factor of 90%, the remaining time within a period of 24 hours is required for shaft inspections and maintenance. No.1 shaft is operating at full capacity, winding from the 915 yards level and output in excess of the capacity is diverted from the inbye trunk conveying system into No.2 Pit system via J.57 tunnel for winding from the 611 yards level.

VENTILATION.

This is provided by an Aeroform (Aerex) radial flow fan which is connected by a fan drift to No. 3 shaft. One 2,000 h.p. synchronous motor provides the drive for the fan and its present duty of 500,000 cubic feet per minute at 14.7 inch water gauge. A 150 inch diameter, three stage Aeroto (Davidson) axial-flow fan, driven by two 750 h.p. induction motors, is available for standby duty. At the 915 yards level there are twin intake tunnels extending south for a distance of 2,000 yards and dual returns in the Wigan Four Feet seam on each side of the horizon tunnels serve all production faces.

To work the Trencherbone on the east side it will be necessary, because of the effect of interaction, to replace the east side man return in the Wigan Four Feet by re-routing the return air up the J. 57 connection tunnel and via the Yard seam brows to the upcast shaft. This will also enable a second intake airway to be established from the horizon tunnels inbye to Wigan Four Feet 8's West Level. This will involve the drivage of a connecting tunnel 157 yards in length rising at 1 in 3 from a point on W.3 return. All future returns in the Wigan Four Feet seam to be used at the seams from the south would then feed into the existing west return or via J.57 into No.2 Pit roadways.

A full methane drainage system is in operation in all districts and now that operations have ceased in No. 2 Pit, the methane ranges have been interconnected with this on No. 1 Pit and most of the gas is now exhausted to the surface through a 10 inch diameter range installed for this purpose. The purity of the methane has not been sufficient for utilisation.

UNDERGROUND TRANSPORT.

Mineral is transported from the production faces by 36 inch belt conveyors in the district gate roads which transfer onto a 42 inch trunk system (1,250 yards in length) feeding a central loading point in No.2 Horizon tunnel, 1,200 yards from No. 1 shaft bottom. The loading point, where there is a 100 ton bunker, has an effective capacity of about 500 tons per hour and is operated by two men per shift. The output is loaded into 30cwt capacity mine cars and transported in trains of 60 cars by battery operated locomotives for winding at No.1 shaft which

is operated at full capacity dealing with 3,700 tons per day gross. The shaft bottom is equipped with mine car control gear, automatic decking equipment and tilting platforms. Empty tubs gravitate from the shaft and are elevated by creepers, coupled into trains and hauled inbye by locomotives.

At about 2,200 yards from the pit bottom on the 915 yards coal transport tunnel, No.1 and No.2 pits haulage systems are connected by a 1 in 3.5 tunnel (J.57) which at present provides intake ventilation to No.2 Pit roadway and is equipped with a 36 inch belt conveyor. The output in excess of the winding capacity of No. 1 shaft is diverted up the tunnel into the No.2 pit coal transport system for winding at No.1 shaft which has a capacity of 2,624 tons per day gross with bunkering of 280 tons in the system. The Trencherbone transfer point into the trunk conveyor system is outbye of J, 57 tunnel and output from this district can only be wound at No.1 shaft.

Men and materials are transported inbye from No.1 shaft by locomotive in No.1 companion tunnel at the 915 yards level over a distance of 1,900 yards and a monorail system provides materials transport to the working districts. A rope haulage manrider is installed in the Yard seam west return brow over a distance of 1,750 yards and is used as a second means of access to the 915 yards horizon.

The battery locomotives and mine cars were installed during the re-construction of the colliery at least sixteen years ago. Repairs and maintenance cost of these are becoming excessive and substantial overhaul and repair is now essential. It is now proposed to extend trunk conveying to the pit bottom.

RESERVES.

The seams to be worked in the next five years, the Wigan Four Feet and the Trencherbone, have been worked out to a large extent in the past few years and in the main area are not expected to give any serious problems of thickness, structure, quality or workability on the projected rates of output are being achieved.

In the southern area, i.e. to the south of the Main area, only two boreholes have been drilled, the nearer a quarter of a mile south on the 170 feet fault was not deep enough to prove the Wigan Four Feet and deeper seams. In the other borehole, one mile further south, identification of the lower seams is not positive, however, it seems probable that, in the worst circumstances, the Wigan Four Feet will be workable for some distance to the south of the Main Area. The development had been designed to explore the southern area in such a way as to expose faulting and any features which may impose a limitation of the continued workability of the Wigan Four Feet.

The Wigan Four Feet and Trencherbone seams in the main and southern areas are both around 5 feet in thickness and of moderate quality through the Trencherbone had higher sulphur (2.5% against 1.5% in the Wigan Four Feet). The Wigan Four Feet will be marginal 502 rank in future workings but in the main area and to the south, but the Trencherbone is likely to be 610 rank for the next 5 years working in the eastern part of the main area.

In the Southern area the main exploratory work is expected to be in the Wigan Four Feet though this could be transferred to the Trencherbone followed by the Lower Florida (similar quality and thickness and quality but 602 rank) should the Wigan Four Feet seam deteriorate. Exploration to the east, up to and through the twenty Acre fault is also planned and this may allow an extension of the classified reserves in this direction.

Total classified reserves of 15.2 million tons are conservative in the southern area. Of the 15.2 million tons, 9.2 million tons in the main area and 6 million tons are expected to be recoverable from the southern area. To the east of the Twenty Acre Fault a further 2.5 million tons may be recoverable. No account had been taken in the classified reserves of other seams such as the Higher Florida or Arley which might be worked in restricted area. The reserves in these seams are at present unclassified. Total reserves are 8.2 million tons.

In May 1976 the NCB announced a £1million scheme to improve the coal winding facilities at the colliery and this scheme was completed in the summer of 1977. It involved the installation of skip winding in the No.1 shaft and all the colliery's output being wound up one shaft instead of two. The scheme illuminated the need to bring coal tubs up the shaft and then return them underground. The coal is now brought up in a skip, or container and unloaded automatically on the surface.

SENIOR MANAGEMENT 1973

From a chart from the colliery.

In August, 1973 the General Manager was A. Houghton, the Manager's Clerk, A Griffiths and the Shorthand Typist, Mrs. B. Drought. The Deputy Manager was E. Blakeley. Assistant manager (Mining) G. Eaves. G. Melling was Dust Suppression Officer, Fire Officers, H. Taylor and L. Goodwin. The Ventilation Officers, F. Orford and D. Bulpitt. Materials Officer, T. Redmond. Undermanager 'A' Section, R. Farnall, assistant, J.K. Dyer. Undermanager, 'B' Section, G. Mottram, assistant, A.C. Boyne. Undermanager 'C' Section, W.H. Miller, assistant, W. Morewood. Officer in charge of Developments, G. Stones. Afternoon Shift Senior Overman, T. Foster. Night Shift Senior Overman, A. Carney. Mechanical Engineer, N. Bradley with W. O'Rorke and B. Barratt his Deputies. Electrical Engineer, C.V. Jones, deputies B. Jones and L. Pennington. Surveyor, E.D. Walshaw with C. Latchford and M. Svabic his assistants. Planning Officer, L. Whitefield. Safety Engineer, D.A. Owen. Safety Officer, R. Walsh. Administration Officer, F. Kenyon. Cost Clerk, P. Clayton. Head Wages/Time Clerk, J. Pilkington. Head Storekeeper, N. Davey. Surface Superintendent, J. Foster. Coal Preparation Plant Manager, D. MacDonald. General Foreman, R. Ellison, Tip Foreman, J. Neafey, Assistant Manager (Personel), J. O'Brian. Training Officer, J. Parkinson.

NCB Western Area.

THE FUTURE.

The long term future of bold lies in the south area which has been opened up and will require to be intensively developed and proved since the area is completely unknown. In the main area which is well proven about five years of life remains mainly in the Trencherbone seam and during this period further developments are planned to transfer workings in the Trencherbone seam into the South area. The Higher and Lower Florida seams have also been proved by boring in the South Area and working will extend in these seams in the long term.

Within the next two years, development will commence through the 'Twenty Acre' fault on the eastern side of the coal field for the purpose of proving further reserves in the Crombuke Yards and Florida seams. Focus is on provision of underground bunkering and mining works is proceeding to provide 800 tons within the next nine months plus a further 1,000 tons in eighteen months time.

Plans are also in hand for installing 10 ton skips in No.1 shaft to increase the annual saleable output from 710,000 tons to 800,000 tons with a saving manpower of 51 men. This scheme is currently programmed for completion in August 1977.

The programme includes a mining machinery display, mock coal face, model mine, children's rides, Morris dancing, whippet racing, five-a-side soccer, open air disco, brass band music and a centenary gala."

From, 'Coal News', June 1979.

Band 'Babes' Cut Their Contest Teeth.

Brass competition 'babes' who have collected their first trophy after even years are aiming to follow the lead of another Western Area band bidding for top prizes.

Musicians in St. Helens' Bold Colliery Band made their trophy-winning debut at Workington, Cumbria. "It's the breakthrough they've been looking for," says Admin. Officer, Frank Kenyon. Music loving Frank took action when Clock Face Colliery closed some years ago and their instruments became available. He thought it would be a pity if the band tradition died and decided to re-form them at Bold and they are now one of the North West's last surviving colliery bands. Bold bandmen were helped in their re-birth by CISWO who transferred the old Clock Face instruments and by pitmen like now-retired training officer Jack Wildman; "It was very hard work but we now have a full sized 24-string band with plenty of reserve players as well." says Frank Kenyon.

Pianist Frank, who got his taste for the sound of brass from his father who used to take him to hear the former Bickershaw Colliery Band as a boy, adds: "We give free performances for any coal industry function we are invited to and always play at the paraplegics sports at Blackpool.

"Some of the lads have even appeared on TV during a scene from the Liver Birds but of course our big ambition is to win at the NCB finals at the Mining Weekend.

The band give free tuition for any youngster who fancies the chance to blow his own trumpet, miner's children especially being welcome.

RESERVES.

The seams to be worked in the next five years, the Wigan Four Feet and the Trencherbone, have been worked out to a large extent in the past few years and in the main area are not expected to give any serious problems of thickness, structure, quality or workability on the projected rates of output are being achieved.

In the southern area, i.e. to the south of the Main area, only two boreholes have been drilled, the nearer a quarter of a mile south on the 170 feet fault was not deep enough to prove the Wigan Four Feet and deeper seams. In the other borehole, one mile further south,, identification of the lower seams is not positive, however, it seems probable that, in the worst circumstances, the Wigan Four Feet will be workable for some distance to the south of the Main Area. The development had been designed to explore the southern area in such a way as to expose faulting and any features which may impose a limitation of the continued workability of the Wigan Four Feet.

The Wigan Four Feet and Trencherbone seams in the main and southern areas are both around 5 feet in thickness and of moderate quality through the Trencherbone had higher sulphur (2.5% against 1.5% in the Wigan Four Feet). The Wigan Four Feet will be marginal 502 rank in future workings but in the main area and to the south, but the Trencherbone is likely to be 610 rank for the next 5 years working in the eastern part of the main area.

In the Southern area the main exploratory work is expected to be in the Wigan Four Feet though this could be transferred to the Trencherbone followed by the Lower Florida (similar quality and thickness and quality but 602 rank) should the Wigan Four Feet seam deteriorate. Exploration to the east, up to and through the twenty Acre fault is also planned and this may allow an extension of the classified reserves in this direction.

Total classified reserves of 15.2 million tons are conservative in the southern area. Of the 15.2 million tons, 9.2 million tons in the main area and 6 million tons are expected to be recoverable from the southern area. To the east of the Twenty Acre Fault a further 2.5 million tons may be recoverable. No account had been taken in the classified reserves of other seams such as the Higher Florida or Arley which might be worked in restricted area. The reserves in these seams are at present unclassified. Total reserves are 8.2 million tons.

In May 1976 the NCB announced a £1million scheme to improve the coal winding facilities at the colliery and this scheme was completed in the summer of 1977. It involved the installation of skip winding in the No.1 shaft and all the colliery's output being wound up one shaft instead of two. The scheme illuminated the need to bring coal tubs up the shaft and then return them underground. The coal is now brought up in a skip, or container and unloaded automatically on the surface.

SENIOR MANAGEMENT 1973

From a chart from the colliery.

In August, 1973 the General Manager was A. Houghton, the Manager's Clerk, A Griffiths and the Shorthand Typist, Mrs. B. Drought. The Deputy Manager was E. Blakeley. Assistant manager (Mining) G. Eaves. G. Melling was Dust Suppression Officer, Fire Officers, H. Taylor and L. Goodwin. The Ventilation Officers, F. Orford and D. Bulpitt. Materials Officer, T. Redmond. Undermanager 'A' Section, R. Farnall, assistant, J.K. Dyer. Undermanager, 'B' Section, G. Mottram, assistant, A.C. Boyne. Undermanager 'C' Section, W.H. Miller, assistant, W. Morewood. Officer in charge of Developments, G. Stones. Afternoon Shift Senior Overman, T. Foster. Night Shift Senior Overman, A. Carney. Mechanical Engineer, N. Bradley with W. O'Rourke and B. Barratt his Deputies. Electrical Engineer, C.V. Jones, deputies B. Jones and L. Pennington. Surveyor, E.D. Walshaw with C. Latchford and M. Svabic his assistants. Planning Officer, L. Whitefield. Safety Engineer, D.A. Owen. Safety Officer, R. Walsh. Administration Officer, F. Kenyon. Cost Clerk, P. Clayton. Head Wages/Time Clerk, J. Pilkington. Head Storekeeper, N. Davey. Surface Superintendent, J. Foster. Coal Preparation Plant Manager, D. MacDonald. General Foreman, R. Ellison, Tip Foreman, J. Neafey, Assistant Manager (Personel), J. O'Brian. Training Officer, J. Parkinson.

CENTENARY OPEN DAY.

Saturday August 28th. 1976.

NCB BOOKLET.

A Message from Alan Houghton Colliery General Manager.

The mining industry is now in to gear and coal today is more important to the nation than ever before.

Bold Colliery, as well as being a major employer of manpower in this area, has an important role in meeting the National Coal Board's output and productivity targets. It is one of the biggest and most productive units in the North West coalfield, serving the adjoining power station and other local industries and domestic consumers.

Mining is a complex business involving many crafts and skills, a matter which I am sure will become evident to you during your visit to the colliery. Picks and shovels were the order of the day when Bold colliery first began production in the 1870's. Today, high powered machines have taken over much of the muscle work out of mining and the miner has become a skilled technician controlling machinery that have cost millions of pounds to install.

Today, you can have a brief look at modern mining, Have an interesting and enjoyable visit to Bold Colliery.

Sincerely,

Alan Houghton.
General Manager.
NCB Western Area.

THE FUTURE.

The long term future of Bold lies in the south area which has been opened up and will require to be intensively developed and proved since the area is completely unknown. In the main area which is well proven about five years of life remains mainly in the Trencherbone seam and during this period further developments are planned to transfer workings in the Trencherbone seam into the South area. The Higher and Lower Florida seams have also been proved by boring in the South Area and working will extend in these seams in the long term.

Within the next two years, development will commence through the 'Twenty Acre' fault on the eastern side of the coal field for the purpose of proving further reserves in the Crombucke Yards and Florida seams. Focus is on provision of underground bunkering and mining works is proceeding to provide 800 tons within the next nine months plus a further 1,000 tons in eighteen months time.

Plans are also in hand for installing 10 ton skips in No.1 shaft to increase the annual saleable output from 710,000 tons to 800,000 tons with a saving manpower of 51 men. This scheme is currently programmed for completion in August 1977.

June 1980 NCB.

COLLIERY PROFILE.

Coal had been mined in the area around the site of the colliery for more than 300 years and the present colliery celebrated its centenary in 1976.

The No.1 shaft and the No.2 shaft were started in 1876. No.1 to 607 yards and No.2 to 200 yards and coal was first wound in 1880. In 1890 the No.3 shaft was sunk.

In the 1930's the colliery ceased to be profitable and in 1940 the owners the Collins Green Colliery Company went into liquidation. The colliery remained closed for nearly four months and was reopened by the Sutton Heath and Lead Green Collieries Limited. Nos. 1 and 3 shafts were deepened to 918 yards.

Following in 1947, the NCB approved a major reorganisation to make Bold one of the largest collieries in the North West. The £5 million scheme was carried out from 1948 to 1956 and included a complete reconstruction of the surface buildings and layout.

A new preparation plant, powerhouse, workshops, pithead baths, canteen, medical centre and administrative block were built. Underground a new pit bottom was constructed at the 915 yard level and twin horizons driven to open out new coal reserves. Battery locomotives and mine cars were introduced to this level and new winding equipment was installed in the three shafts.

The reorganisation led to substantial improvements in output and productivity. From a colliery which produced 626,000 tons of coal at an average productivity of 25 cwt. per manshift in 1950, the colliery expanded to produce more than 700,000 tons of coal six years later at an average productivity of 36 cwt per manshift.

In 1965 the colliery was the first in the country to have a complete electronic and monitoring installation. From the ELSIE (Electronic signalling and indicating equipment) control room on the surface, the control men can watch the progress of coal face bunkering, transport and all other underground and surface operations.

The colliery which employed 1,400 men in 1980 has substantial reserves and underground developments are proceeding to work new areas of coal, particularly to the south and north east of the pit. Each year about 4,000 yards of new underground roadways are driven to ensure that these reserves are exploited. At present the Wigan Four Foot and the Trencherbone Seams are being worked.

In May 1976 the NCB announced a £1million scheme to improve the coal winding facilities at the colliery and this scheme was completed in the summer of 1977. It involved the installation of skip winding in the No.1 shaft and all the colliery's output being wound up one shaft instead of two. The scheme illuminated the need to bring coal tubs up the shaft and then return them underground. The coal is now brought up in a skip, or container and unloaded automatically on the surface.

The colliery celebrated its centenary in August 1976 with a number of activities including an open day at the colliery which included trips to the shaft bottom.

In May, 1980 the colliery provided a temporary home for some 30 steam engines taking part in the Rocket celebrations. Most of the coal produced at Bold goes direct by conveyor to the adjoining power station. The colliery also 'exports coal to markets in Northern Ireland and the Isle of Man as well as local domestic markets.

OUTPUT DETAILS INCLUDING PRODUCTIVITY AND MANPOWER FOR RECENT YEARS.

	OUTPUT	OUTPUT PER MANSHIFT.	MANPOWER.
1970/71	738,157 tons	42.5 cwts	1,579.
1971/71	487,366 tons	33.7cwts	1,568.
1972/73	719,521 tons	44.0 cwts	1,516.
1973/74	562,860 tons	42.6 cwts	1,450.
1974/75	708,815 tons	48.9 cwts	1,423.
1975/76	633,847 tins.	43.5 cwts.	1,463.
1976/77	692,464 tons	47.7 cwts	1,470.
1977/78	598,081 tons	41.4 cwts	1,472.
1978/79	735,963 tonnes	2.41 tonnes.	1,493.
1979/80	709,133 tonnes	2.32 tonnes.	
	1,496.		

COLLIERY REVIEW. 18th. January, 1983.

Ref BS/JPB/6 (C2)

MP2001M

Mr. Taylor review the recent history of Bold, reminded members of the strategy developed 12 months ago, described the result of that strategy and put forward a revised plan for the pit. The revision, he explained, was necessary because the recent concentration on three faces had failed to improve output, and the colliery had a projected loss of £7m for 1982-3 Output had fallen from 720,000 tonnes in 1974-5, with a marginal profit, to 471,000 tonnes in 1981-2 with an £11m loss.

The strategy outlined in January, 1982 had been to concentrate on three faces working eight machine shifts. These were T.40's, a face working on the dip in unproven ground in the south area, T.19's a face in proven ground but of limited life and to be replaced with T. 29's and Rushy Park 4's. The proven T.22's was to provide spare capacity.

In the event, roof conditions on T.40's had deteriorated and the face had had to be stopped after four months operation to be replaced by T.22's. T.29's, an advancing face development to replace T.19's, had encountered faulting. The gateroads of this would now be extended and the viable coal worked by retreat. T.19's had produced well, but with the loss of T.29's and its replacement, the Lower Florida face, L.1's, could not be developed in time to replace it. (L.1's had got away in September, 1982). The Rushy Park face, far from running the 2-3 years expected, had encountered faulting and had been stopped in November, 1982, leaving Bold with two faces only, L.1's. which was giving good results, and T.22's, where performance had not reached its expected levels., T.26's would be ready for production by March, 1983.

Because Bold had few proven reserves, the present strategy must be to continue the policy of concentration and retreat mining. The intention was to produce outputs of around 550,000 t.p.a. with a labour force reduced to 1,080 by March 1984. Manpower from the abandoned Rushy Park area would be used to develop L.2's and L.3's in the Lower Florida. T.26's would be worked as an advancing face, to be succeeded by T.27's and T.28's as retreat faces. A cross measure drift from No.2 tunnel would improve access to this area which would, like the Lower Florida, provide about three year's output. T.29's would be replaced by further retreat Trenchbone faces.

Longer term output would be provided in the upper seams in the south area, the Crombuke, Lower Florida and the Ince Six Feet. The conveying systems would be uprated and the materials and manriding systems improved.

Mr. Northard stated that it was to the credit of those at the pit that they had recognised the need to change course and had accepted the strategy outlined by Mr. Taylor. Mr. Beard said that the meetings at the pit had been frank and the proposals accepted by all sides. He stressed the high rates of development would be necessary to achieve the strategy outlined and provide access to the South Upper seams. No.2 shaft would be filled and the headgear eliminated. With the introduction of the outloading the liner train schemes, this would permit the manpower contraction described, development was proceeding well, though face performance continued to show troughs but no peaks. With retreat mining and better faces, results should improve.

Mr. Redmond acknowledged that the contraction of the pit had been a necessity. He applauded the consultation that had taken place and recommended that the opinion of the workforce should be sought more often. Mr. Northard agreed that consultation was vital.

Coal Board memorandum to all employees. 23rd, May, 1983.

During the past two years this Colliery had suffered heavy losses. Currently the National Coal Board had announced the closure of two Collieries with nowhere near the losses, so what chance of survival?

Unlike the last two years, Bold has not got three good faces, conditions underground are far better than they have ever been. We have reduced our manpower but still retain, in my opinion, a labour force as good as or not better than most pits.

In all, our chances this year to make Bold a profitable pit is excellent and our survival appears guaranteed. Unfortunately it is not! The reasons are simple in that whilst we have the potential to secure Bold's future, in the case of you and your attitudes are wrong and need to change in order indeed we are to survive.

It is suicidal to withdraw labour or restrict effort when problems arise from bonus payments in an effort to pressurise management. It is ludicrous to withdraw labour over reductions in overtime when we are fighting to keep ourselves in work five days a week. It is ridiculous that conveyors and outbyes of faces are stopped frequently without any thought from the fact that it stops the coal cutter that earns all our wages. It is disruptive when men persist in getting into their work late and leave early. It is immoral that a small percentage of men feel the only need to come to work when the mood is on them.

Whilst attitudes like this persist then I can assure you the prospects for you are grim. The future and security of both yourself and your family is in great jeopardy.

Be assured I am not threatening you and yours. I am just trying to get home to you that unless we change our attitudes that we will all go to the wall and Bold will disappear.

I hope you all now understand just how fine the balance is for Bold. This year is make or break. We can carry on with our happy-go-lucky attitude and sign on at dole together, or we can change our attitude and make Bold what it always used to be, a 'Big Hitter' and in so doing secure the future for ourselves and our families.

WQe need:-

- 1) Two strips per shift per team at least.
- 2) uninterrupted conveyor running.
- 3) Unrestricted effort when disputes are being discussed.
- 4) A full day's work on the job.
- 5) 100% attendance.

B. Carey.
Colliery General Manager.

Special C.C.C. Meeting Held at Bold Colliery on Tuesday 5th. June, 1984.

Those who attended the meeting were, B. Carey, Colliery General Manager. (Chairman). R. Stevenson, Deputy Manager. G. Oughton, Asst. Manager (mining). K. Storey, Ass. Manager (Personnel). G. Mottram, Undermanager. W.H. Miller, Undermanager. F.J. Mather, Unit Electrical Engineer. T. Hardman, Unit Electrical Engineer. H.J. Holmes, C.P.P. Manager. G. Green C.O.S.A. Representative. A. O'Haire, N.A.C.O.D.S. Branch Secretary and the following N.A.C.O.D.S. members, T. Speakman, A. Whitehead, J. Quigley, R. Twist, M. Hardman, T. Maudsley, D. Highcock, B. Gregory and G. Bishop.
Mr. Carey gave details of the up to date position of the pit.

T.26.

It is in a very poor state indeed. The main gate roadhead has extensive floor lift and when we had our safety men in we managed to rip up behind the anchor chocks. Extended crowns prepared to rip over the chocks and ripped to the face and dented and dropped the drive roadhead, that would have given clearance for the chain to run on the face. Going through the face. Mr. Carey said from the main gate end up to the face it has extensive lift, caused weight on the powered supports and 50% of the legs were fast. The machine is in broken ground where the distribution block was in the process of being changed and just left like that and the floor has lifted and fastened the machine in the beams of the powered supports. Further up the face the panzer chain is broken and needs repairing but before this can be repaired the motor and chain tensioner on the main gate drive needs to be fitted. These were removed because of the water which broke in and caused a problem at the end, this is now being contained because a pump has been installed. Mr. T. Maudsley said that some of the bases were damaged, especially No.88 chock base.

Mr. Carey expressed that the face could be lost and stressed that the steps would be taken to make the men and pickets believe the seriousness of the situation and photographs taken on the 1st. June would be included in the next issue of the newsletter.

Mr. Carey said the developments were standing well. T.27 face line was ventilated and holing 2% in the main gate it is around 3%. In the return degassing will have to take place because of the 2%. before any work starts belt joints will have to be repaired and every machine will need to be drained off and refilled with oil.

T.22.

At the return end it is broken up. There is only slight deterioration of the face length, it has started to lift and at this stage there is no cause for concern. The problem here is the bottom 15 metres with 4 fast chocks. the drivehead of fast under the half heading girders and the stage loader is touching every girder in the half heading. We will have to rip up and dent and drop the main gate drive and lift the coal tops over the top 4 chocks. Fortunately, there are no breakdowns in the district. There is floor lift main in the main gate, some slack slings and belt to be sorted out and floor lift from the face outbye and there is a lot of lift on the Becorit track, i.e. 200 metres to be cross levelled. The brow is lifted up for the length of the drive and loop, there is not much clearance over the jib end. If we could get men on the job now, the face could be away within a week, but we need enough men in to tackle these different jobs.

T.23 Development.

There is some arch distortion in both gates under the pillar but it has not got any worse. The development should be all right for starting up once basic work has been done.

T.29.

The return gate has not lifted very much. Through the face conditions have deteriorated along the middle of the face where the fault area is. Again the cause for concern is the bottom 30 metres of the face because the main gate drive is fast in the roadhead girders and some low chocks at the bottom end. A lot of dinting and dropping of tackle is required before we start, which would take about 2 to 3 weeks.

Mr. E. Lea asked, under normal circumstances, how long would T.22 have continued in production and Mr. Carey replied that it would have continued until June.

L.1.

Only the slightest deterioration on here. Two to three metres of ripping needs to be done at the return gate and that was required before the dispute started. The motor has to be put back on the panzer. There is some floor lift alongside the stage loader and that needs to be dented and

dropped. No dinting required in the development, L.3 is O.K. The exhauster system is half installed. On L.2 there are 11 chocks.

J.222 South.

No deterioration reported and the ventilation is good. There has been some deterioration in the old 122 section where ripping needs to be done which can be tackled when we get back and North of that access where the haulage engine and the panels are over the belt, the belt is under that at the moment and the girders are bent and buckled The north side of the pit to the shaft is O.K. and no problems in No.2 pit. In general Mr. Carey said 3 out of 4 faces at the pit are in trouble and it will take time to get back into production. The situation with the N.U.M. remains tender and temperamental and have not spoken to him for two and half weeks. They have been asked on numerous occasions but there has been a negative response each time. We need men in at the pit and we have telephoned men and spoken to them and providing the Union agree 100% they will come but they are not prepared to take any risks. Letters had been sent to the pit from people asking did the manager know the threats they were under both to them selves and to their families and homes, and this id why people are or coming to work. Anything anyone can do to tell the men how serious is the situation at the pit would be appreciated, and if the men do come in they can be brought all together. They will be driven in and out and not left at the gates. Mr. A. Whitehead asked if this dispute finishes on Monday next with all the men who work on this face would all the manpower be employed or some men. Mr. Carey said that the pit is open for work and we have to back that statement up. We need every man back at the pit. Mr. T. Maudsley asked if there had been any responses from the N.U.M. regarding T.26 and he was told that when safety cover was provided initially, 4 men did some ripping on 2 to 3 metres. After a couple of meetings when the Union did talk they did not believe us with regard to the situation. They sent 4 men around T.26 and they said it was not as bad as they had been told and they withdrew the men. We have never seen the Union since. The safety cover was withdrawn the Monday before the Whit Holidays and it is now two weeks and four days without N.U.M. cover at the pit. The Union did not believe the situation and were told they could send workmen's inspectors through the pit. Mr. D. Highcock said 300 B.L. needs looking at. The Loco. track is getting rocky and broken arches and clearances are also bad. At this stage Mr. J. Chisnall asked if T.26 would go a further 30 to 40 metres or would it be abandoned. Th manager replied that at this stage hopefully he is looking for production but the longer the time goes on he could not foresee any production, it all depends on how long it is left. If the chocks get damaged they will have to be repaired before they go to T.27's. Mr. T Maudsley then asked when the pit starts up is the manager going to pick men out to do certain jobs. Mr. Carey said that if the men wee good enough to work in the face before the dispute they are still good enough to work on it no.

The chairman informed the meeting of a letter he had sent to the N.U.M. Branch Secretary regarding the number of men required for jobs underground. T.26, 8 face workers, 3 fitters, 2 electricians and 6 haulage conveyor attendants. T.22, 6 face men, 2 fitters, 2 electricians 6 supply hands and 6 conveyor attendants and T.29 6 face workers, 2 fitters, 2 electricians, 4 transfer point attendants and 6 supply hands.

Th chairman said that the Bold Bulletins continued to be distributed. When the men do come back to work the shock will be even greater to the men a to the pit position underground.

After the meeting, **Bold Bulletin No.5.** was issued.

“Bold Colliery, having moved into the 16th. week of total strike action continues to deteriorate. In previous brochures concern had been shown on the deterioration of the coal face these are not improving but I will, in this issue, move outbye where deterioration had been slower, but after “16 weeks” is now of grave concern.

T.26's TRENCHBONE.

Deteriations on this panel are such that coal production has ceased. The conditions as they stand at present make the preparation of the district for salvage a longer job than would be usual. However, with proper fortitude, we still can salvage the equipment from T.27's. if, however, the work is not done on the district to secure it, then further deterioration will put in jeopardy any salvage operations and any looses will put 'Trencherbone T.27's future in SERIOUS question'.

T.22's TRENCHBONE.

The face conditions deteriorate slowly and we are losing ground fast at the Roadhead areas. Some men are underground at present working on the panel and hopefully sufficient work will be done to safeguard this panel.

T.29's TRENCHBONE.

Again conditions after 16 weeks are not rosy and the Main Gate and Return Gate continue to lose height due to floor life. Men are again working on the panel and hopefully a good result will be obtained.

OUTBYE AREAS.

As stated Areas of the colliery after 16 weeks are giving concern.

- 1). On no.1 Tunnel the locomotive will not travel past J.22 junction. A dint is in progress and hopefully we can put it in order. The supports of the roadway are showing signs of braking and 'Raters' are increasing in number and severity.
- 2) No.2 Becorit is in an unrunable condition. track is starting to break and will need to be replaced and there are three sections in the tunnel the Becorit will not travel through for manriding.
- 3). T.22's main gate, 400 yards of track to cross level at present and will only get worse.
- 4) J.122 South Return, the top 250 metres showing increased arch distortion and increasing rattling. There is also about 2 feet of floor life. This area is of concern and needs immediate work.

In the Western Area itself more men are returning to work with biggest improvement in North Staffordshire and Lancashire and I am aware that ALL men at Bold would rather be working than be at home or on picket duty and I, as acting manager, would be pleased to see you at work.

Sitting at home wishing the situation would resolve itself won't bring back your wages and family security. "YOU must make it happen" by positive action.

R. Stevenson.
Acting Manager.

BOLD BULLETIN No. 5.

Bold colliery, having moved into the 16th week of total strike action, continues to deteriorate. In previous brochures concern has been shown on deterioration of the coal faces, these are not improving but I will, in this issue, move outbye where deterioration had been slower, but after "16 week" is now of grave concern.

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Again conditions after 16 weeks are not 'rosy' and the Main Gate and Return Gate continue to lose height due to floor lift. Men are again working on the panel and hopefully a good result will be obtained.

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R. Stevenson,
Acting Manager.

THE COST OF BOLD CLOSURE.

From '*The Lancashire Miner*'.

The N.C.B. attempted to justify the closure of Bold Colliery with the claim that losses were £1 million a month. This is nonsense. It can be shown easily that the cost of shutting Bold is more than the cost of keeping it open.

The source of the argument is Andrew Glyn's 'The Economic Case Against Pit Closures'. Take the figures provided by the N.C.B. on Bold's performance for the four weeks ending 24th. August, 1985 at a time when production was low. Even these figures can be used to show that on economic grounds Bold should have been kept open;-

1. Begin by calculation total weekly production costs Tonnage x Cost per ton
= 14,505 x £90.02
= £326,412.

2. Calculate weekly wage costs using N.C.B. 1983-4 figure that weekly average wage = £192 so,
£192 x 811 = £155,712.

3. Weekly non-wage costs are £326,412 - £155,712 = £170,700.

4. Some of these must be met, even when the colliery is closed, e.g. allocation of shares of area and national headquarters expenses, subsidence costs. These will be passed on to other pits. They have been estimated at up to 25% of the total non-wage costs. £42,675.

5. Of the remaining non-wage costs of £128,025, 90% is estimated to be spent on goods and services elsewhere in the British economy. Closure will mean an end to this expenditure of £115,218.

6. This means a further job loss in the supply sector. Government sources indicate that each worker adds a weekly average of £224 to domestic commodity production. So, the knock-on job loss will be 115,218. 225 = 512.

7. This is not the end of the story. 811 miner's jobs have gone plus 512 supply jobs. Unemployed workers have less to spend and this causes further job losses. This 'multiplier effect' is normally claimed to operate at the level of 25% of the earlier job loss in this case;-
811 = 512 = 1323/4 = 331.

8. Overall the job loss of therefore 1654. Unemployment is expensive for the Government especially when there is little chance of redundant workers finding new jobs.

The cost can be calculated as for each miner an average of !141 per week made up of redundancy pay, dole money, and a loss of tax revenue = £141 x 811 = £114,351 for unemployed workers an average of £106 per week = £843 x 106 = £89,358.

9. It is now possible to calculate the costs of closure for each week;-

	£
Redundant Miners	114,351
Other redundant workers	189,358
Costs to NCB continuing after closure	<u>42,675</u>
	246,384

Compare this with the current cost of continuing operation;-

Each week this equals loss per tonne x tonnage

=43.92 x 3,626

= £159,254

The weekly loss to the Government of closing Bold is £87,130

A parallel can be made for other Lancashire Pits incurring heavy losses in that same 4 week period.

Special C.C.C. Meeting Held at Bold Colliery on Tuesday 5th. June, 1984.

Those who attended the meeting were, B. Carey, Colliery General Manager. (Chairman). R. Stevenson, Deputy Manager. G. Oughton, Asst. Manager (mining). K. Storey, Ass. Manager (Personnel). G. Mottram, Undermanager. W.H. Miller, Undermanager. F.J. Mather, Unit Electrical Engineer. T. Hardman, Unit Electrical Engineer. H.J. Holmes, C.P.P. Manager. G. Green C.O.S.A. Representative. A. O'Haire, N.A.C.O.D.S. Branch Secretary and the following N.A.C.O.D.S. members, T. Speakman, A. Whitehead, J. Quigley, R. Twist, M. Hardman, T. Maudsley, D. Highcock, B. Gregory and G. Bishop.

Mr. Carey gave details of the up to date position of the pit.

T.26.

It is in a very poor state indeed. The main gate roadhead has extensive floor lift and when we had our safety men in we managed to rip up behind the anchor chocks. Extended crowns prepared to rip over the chocks and ripped to the face and dented and dropped the drive roadhead, that would have given clearance for the chain to run on the face. Going through the face. Mr. Carey said from the main gate end up to the face it has extensive lift, caused weight on the powered supports and 50% of the legs were fast. The machine is in broken ground where the distribution block was sin the process of being changed and just left like that and the floor has lifted ad fastened the machine in the beams of the powered supports. Further up the face the panzer chain is broken and needs repairing but before this can be repaired the motor and chain tensioner on the main gate drive needs to be fitted. These were removed because of the water which broke in and caused a problem at the end, this is now being contained because a pump has been installed. Mr. T. Maudsley said that some of the bases were damaged, especially No.88 chock base.

Mr. Carey expressed that the face could be lost and stressed that the steps would be taken to make the men and pickets believe the seriousness of the situation and photographs taken on the 1st. June would be included in the next issue of the newsletter.

Mr. Carey aid the developments were standing well. T.27 face line was ventilated and holing 2% in the main gate it is around 3%. In the return degassing will have to take place because of the 2%. before any work starts belt joints will have to be repaired and every machine will need to be drained off and refilled with oil.

T.22.

At the return end it is broken up. There is only slight deterioration of the face length, it has started to life and at this stage there is no cause for concern. The problem here is the bottom 15 metres with 4 fast chocks. the drivehead of fast under the half heading girders and the stage loader is touching every girder in the half heading. We will have to rip up and dint and drop the

main gate drive and lift the coal tops over the top 4 chocks. Fortunately, there are no breakdowns in the district. There is floor lift main in the main gate, some slack slings and belt to be sorted out an floor lift from the face outbye and there is a lot of lift on the Becorit track, i.e. 200 metres to be cross levelled. The brow is lifted up for the length of the drive and loop, there is not much clearance over the jib end. If we could get men on the job now, the face could be away within a week, but we need enough men in to tackle these different jobs.

T.23 Development.

There is some arch distortion in both gates under the pillar but it has not got any worse. The development should be all right for starting up once basic work has been done.

T.29.

The return gate has not lifted very much. Through the face conditions have deteriorated along the middle of the face where the fault area is. Again the cause for concern is the bottom 30 metres of the face because the main gate drive is fast in the roadhead girders and some low chocks at the bottom end. Alot of dinting and dropping of tackle is required before we start, which would take about 2 to 3 weeks.

Mr. E. Lea asked, under normal circumstances, how long would T.22 have continued in production and Mr. Carey replied that it would have continued until June.

L.1.

Only the slightest deterioration on here. Two to three metres of ripping needs to be done at the return gate and that was required before the dispute started. The motor has to be put back on the panzer. There is some floor lift alongside the stage loader and that needs to be dinted and dropped. No dinting required in the development, L.3 is O.K. The exhauster system is half installed. On L.2 there are 11 chocks.

J.222 South.

No deterioration reported and the ventilation is good. There has been some deterioration in the old 122 section where ripping needs to be done which can be tackled when we get back and North of that access where the haulage engine and the panels are over the belt, the belt is under that at the moment and the girders are bent and buckled The north side of the pit to the shaft is O.K. and no problems in No.2 pit. In general Mr. Carey said 3 out of 4 faces at the pit are in trouble and it will take time to get back into production. The situation with the N.U.M. remains tender and temperamental and have not spoken to him for two and half weeks. They have been asked on numerous occasions but there has been a negative response each time. We need men in at the pit and we have telephoned men and spoken to them and providing the Union agree 100% they will come but they are not prepared to take any risks. Letters had been sent to the pit from people asking did the manager know the threats they were under both to them selves and to their families and homes, and this id why people are or coming to work. Anything anyone can do to tell the men how serious is the situation at the pit would be appreciated, and if the men do come in they can be brought all together. They will be driven in and out and not left at the gates. Mr. A. Whitehead asked if this dispute finishes on Monday next with all the men who work on this face would all the manpower be employed or some men. Mr. Carey said that the pit is open for work and we have to back that statement up. We need every man back at the pit. Mr. T. Maudsley asked if there had been any responses from the N.U.M. regarding T.26 and he was told that when safety cover was provided initially, 4 men did some ripping on 2 to 3 metres. After a couple of meetings when the Union did talk they did not believe us with regard to the situation. They sent 4 men around T.26 and they said it was not as bad as they had been told and they withdrew the men. We have never seen the Union since. The safety cover was withdrawn the Monday before the Whit Holidays and it is now two weeks and four days without N.U.M. cover at the pit. The Union did not believe the situation and were told they could send workmen's inspectors through the pit. Mr. D. Highcock said 300 B.L. needs looking at. The Loco. track is getting rocky and broken arches and clearances are also bad. At this stage Mr. J. Chisnall asked if T.26 would go a further 30 to 40 metres or would it be abandoned. Th manager replied that at this stage hopefully he is looking for production but the longer the time goes on he could not foresee any production, it all depends on how long it is left. If the chocks get damaged they will have to be repaired before they go to T.27's. Mr. T Maudsley then asked when the pit starts up is the manager going to pick men out to do certain jobs. Mr. Carey said that if the men wee good enough to work in the face before the dispute they are still good enough to work on it no.

The chairman informed the meeting of a letter he had sent to the N.U.M. Branch Secretary regarding the number of men required for jobs underground. T.26, 8 face workers, 3 fitters, 2 electricians and 6 haulage conveyor attendants. T.22, 6 face men, 2 fitters, 2 electricians 6 supply hands and 6 conveyor attendants and T.29 6 face workers, 2 fitters, 2 electricians, 4 transfer point attendants and 6 supply hands.

The chairman said that the Bold Bulletins continued to be distributed. When the men do come back to work the shock will be even greater to the men as to the pit position underground.

qwadew

After the meeting, **Bold Bulletin No.5.** was issued.

Photographs

Roadhead looking inbye to face.

Main Gate Rip showing loss of height from roadhead.

Face Conditions 35 chock are showing panzar lift and machine fast.

Face conditions 29 chock are showing panzar lift an machine fast.

“Bold Colliery, having moved into the 16th. week of total strike action continues to deteriorate. In previous brochures concern had been shown on the deterioration of the coal face these are not improving but I will, in this issue, move outbye where deterioration had been slower, but after “16 weeks” is now of grave concern.

T.26's TRENCHBONE.

Deteriations on this panel are such that coal production has ceased. The conditions as they stand at present make the preparation of the district for salvage a longer job than would be usual. However, with proper fortitude, we still can salvage the equipment from T.27's. if, however, the work is not done on the district to secure it, then further deterioration will put in jeopardy any salvage operations and any looses will put 'Trencherbone T.27's future in SERIOUS question'.

T.22's TRENCHBONE.

The face conditions deteriorate slowly and we are loosing ground fast at the Roadhead areas. Some men are underground at present working on the panel and hopefully sufficient work will be done to safeguard this panel.

T.29's TRENCHBONE.

Again conditions after 16 weeks are not rosy and the Main Gate and Return Gate continue to loos height due to floor life. Men are again working on the panel and hopefully a good result will be obtained.

OUTBYE AREAS.

As stated Areas of the colliery after 16 weeks are giving concern.

- 1). On no.1 Tunnel the locomotive will not travel past J.22 junction. A dint is n progress and hopefully we can put it in order. The supports of the roadway are showing signs of braking and 'Raters' are increasing in number and severity.
- 2) No.2 Becorit is in an unrunable condition. track is starting to break and will need to be replaced and there are three sections in the tunnel the Becorit will not travel through for manriding.
- 3). T.22's main gate, 400 yards of track to cross level at present and will only get worse.
- 4) J.122 South Return, the top 250 metres showing increased arch distortion and increasing rattering. There is also about 2 feet of floor life. This area is of concern an needs immediate work.

In the Western Area itself more men are returning to work with biggest improvement in North Staffordshire and Lancashire and I am aware that ALL men at Bold would rather be working than be at home or on picket duty and I, as acting manager, would be pleased to see you at work.

Sitting at home wishing the situation would resolve itself won't bring back your waged and family security. "YOU must make it happen" by positive action.

R. Stevenson.
Acting Manager.

COLLIERY REVIEW. 18th. January, 1983.

Ref BS/JPB/6 (C2)
MP2001M

Mr. Taylor review the recent history of Bold, reminded members of the strategy developed 12 months ago, described the result of that strategy and put forward a revised plan for the pit. The revision, he explained, was necessary because the recent concentration on three faces had failed to improve output, and the colliery had a projected loss of £7m for 1982-3. Output had fallen from 720,000 tonnes in 1974-5, with a marginal profit, to 471,000 tonnes in 1981-2 with an £11m loss.

The strategy outlined in January, 1982 had been to concentrate on three faces working eight machine shifts. These were T.40's, a face working on the dip in unproven ground in the south area, T.19's a face in proven ground but of limited life and to be replaced with T. 29's and Rushy Park 4's. The proven T.22's was to provide spare capacity.

In the event, roof conditions on T.40's had deteriorated and the face had had to be stopped after four months operation to be replaced by T.22's. T.29's, an advancing face development to replace T.19's, had encountered faulting. The gateroads of this would now be extended and the viable coal worked by retreat. T.19's had produced well, but with the loss of T.29's and its replacement, the Lower Florida face, L.1's, could not be developed in time to replace it. (L.1's had got away in September, 1982). The Rushy Park face, far from running the 2-3 years expected, had encountered faulting and had been stopped in November, 1982, leaving Bold with two faces only, L.1's. which was giving good results, and T.22's, where performance had not reached its expected levels., T.26's would be ready for production by March, 1983.

Because Bold had few proven reserves, the present strategy must be to continue the policy of concentration and retreat mining. The intention was to produce outputs of around 550,000 t.p.a. with a labour force reduced to 1,080 by March 1984. Manpower from the abandoned Rushy Park area would be used to develop L.2's and L.3's in the Lower Florida. T.26's would be worked as an advancing face, to be succeeded by T.27's and T.28's as retreat faces. A cross measure drift from No.2 tunnel would improve access to this area which would, like the Lower Florida, provide about three year's output. T.29's would be replaced by further retreat Trencherbone faces.

Longer term output would be provided in the upper seams in the south area, the Crombuke, Lower Florida and the Ince Six Feet. The conveying systems would be uprated and the materials and manriding systems improved.

Mr. Northard stated that it was to the credit of those at the pit that they had recognised the need to change course and had accepted the strategy outlined by Mr. Taylor. Mr. Beard said that the meetings at the pit had been frank and his proposals accepted by all sides., he stressed the high rates of development would be necessary to achieve the strategy outlined and provide access to the South Upper seams. No.2 shaft would be filled and the headgear eliminated, With the introduction of the outloading the liner train schemes, this would permit the manpower contraction described, development was proceeding well, though face performance continued to show troughs but no peaks. With retreat mining and better faces, results should improve.

Mr. Redmond acknowledged that the contraction of the pit had been a necessity. He applauded the consultation that had taken place and recommended that the opinion of the workforce should be sought more often. Mr. Northard agreed that consultation was vital.

National Coal Board. Western Area. Bold Colliery Contingency Plans In The Event Of Strike Action.

General Notes.

1. Faces to be examined once a week.
2. All auxiliary fans to be stopped. Headings to be ventilated by NVP, Venturi blower system on similar means..

- Likely trouble spots are the Florida Intake, Florida Return, New major Return, North and South.
3. South Area Boosters will be running. monitored from the surface and will require inspection once in 24 hours.
 4. Pumping, twice in 24 hours will have to be maintained in No.2 Pit throughout, making it necessary to employ two shift winding.
 5. Collins Green Pumping Pit will require 2 visits a week for inspection purposes.
 6. Whilst existing B.A.C.M. personnel at the colliery is sufficient to cover the job, we would require Area personnel for winding and also to provide a reasonable 'off' duty rota. A further 9 would be required including winders.

Part 1.

PRELIMINARY WORK TO BE UNDERTAKEN IN PREPARATION FOR POSSIBLE STRIKE ACTION.

Since the National ballot of the N.U.M. members will take place on the 14th./15th. January 1982, it is assumed that no possible action from same will take place before Monday, 1st. February, 1982.

These Notes of Guidance have been draw up with this in mind and all preparatory work should be completed by Sunday, 31st January 19812.

1. SURFACE.

a) All winding rope recapping and suspension gear to be brought forward to eliminate and changes during months February and March 1982.

No.3 Top Rope due to be recapped 12-01-182

No. 2 Top Rope due to be recapped 23-01-182.

No1 Bottom Rope due to be recapped 22-01-82

No.1 Top Rope due to be recapped 05-03-82

Al to be done prior to 31-01-82.

If the above changes are completed before the date specified the next statutory capping and suspension gear changes will be in early April

Action by Mr. Bradley.

b). No major work to be done for this period. Action by Mr. Mather.

c). Colliery Water Supply.

The pumps supplying water for Underground and surface cooling systems to be checked and ensured in good condition before 31st. January, 1982.

Action by Mr. Mather and Mr. Bradley.

d). General Security.

All surface buildings to be investigated from a security point of view and additional means of security supplied where necessary in the form of new locks, bolts, repairs to doors, windows etc. Action by Mr. Simmons, Mr. Bradley, Mr. Mather.

The main stores to be examined and repairs effected where necessary. Action by Mr. Stones and Mr. Davey.

All outside gates, gates to main stores compound, to be examined and put in good working order. Action by Mr. Simmons and Mr. Bradley.

All surplus items of equipment awaiting return to plant pool to be urgently progressed. Action by Mr. Stones, Mr. Bradley, Mr. Mather.

Security of trailing cables to be examined. Action by Mr. Mather. Security of offices, canteen, baths etc. to be investigated. Arrangements made as necessary. Action by Mr. Kenyon.

All explosives and detonators to be returned to I.C.I. depots before 31st. January, 1982. Action by Mr. Owen and Mr. Davey.

Security of landsales and coal stocks. Action by Mr. Simmons.

2. UNDERGROUND.

No.2 PIT.

General.

All pumps to be examined and repairs effected where necessary. Position and size of spare pipes to be identified. Six, four and three inch pipe clamps and rubber inserts to be obtained and held in Pt Bottom Stores. Action Mr. Dyer.

Checks to be made on condition of water lodges at Yard Coal, No.2 Sump, Top of Brow, 6 East and 10 East Level. Action by Mr. Stones.

All necessary maintenance to be carried out on pit level airlock. Any spillage to be cleaned up and stonedust spread. Action by Mr. Dyer.

No.1 Pit 'A' Section.

General.

All pumps to be examined and repairs effected where necessary. Action Mr. Dyer.

Rushy Park Lodges to be checked and cleaned out if necessary. Action Mr. Stones.

Lodge retaining wall doors to be fitted to increase standage. Action Mr. Bradley.

Rushy Park Lodge Pumps (3) to be available for automatic pumping. Action by Mr. Bradley and Mr. Mather.

No.1 and No.3 Sumps to be examined and cleaned out if required. Action by Mr. Stones.

All high pressure water valves to be checked and serviced. Action by Mr. Dyer.

Six, four and three inch pipe clamps and rubber inserts to be obtained and held in Pt Bottom Stores. Position and size of spare pipes to be identified. Action by Mr. Dyer.

Trencherbone T.15 (Salvage)

Supports to be checked in both roadways and on the face. Additional supports to be set as necessary. Action by Mr. Dyer.

Trencherbone T.19.

Maximum maintenance of powered supports to be undertaken before 31st. January, 1982. The following Additional supports to be transported to and held in T.19 Return Gate;- fifty, 5 foot wooden props, fifty 8 foot wooden bars, 250 hardwood chocks, adequate supply of mesh for at least 7 cuts. Sealing of waste and side arches to be advanced to face, methane range to be kept up to distance. Action by Mr. Dyer.

Rushy Park R.4.

Maximum maintenance of powered supports to be undertaken before 31st. January, 1982. The following Additional supports to be transported to and held in R.4 Return Gate;- fifty, 4 foot 6 inch wooden props, fifty 8 foot wooden bars, 250 hardwood chocks. methane range to be kept up to distance. Action by Mr. Stones

West Brow.

Ensure sufficient manpower and material to complete sealing off by 31st. January. Action by Mr. Stones.

New Trencherbone Return North.

Look into the possibility of boring large diameter boreholes to No.3 shaft side for ventilation purposes. Action by Mr. Stones.

New Trencherbone Return South.

Maintain all ventilation ducting and air doors in good condition. Secure all areas in heading likely to deteriorate. Action by Mr. Dyer.

No.1 Pit 'B' Section.

General.

All pumps to be examined and repairs effected. Clean out Braithwaite tank. Ensure pumping from East Level id automatic. Maintain manpower in T.18/T.10 area in order to seal off by 31st., January, 1982. Action by Mr. Miller.

Florida Return.

Maintain ducting in good order. Action by Mr. Miller.

By experiment, attempt to ensure that the heading is ventilated by venturi blower and that the equipment provided is readily available. Action by Mr. Stones.

W.6 Roadways.

Ensure methane range is maintained and on suction. Action by Mr. Miller.

No.1 Pit 'C' Section.

General.

All pumps to be examined and repairs effected where necessary before 31st. January, 1982. All pump ranges to be extended and clacks checked for safety. Action by Mr. Mottram.

Ensure that 4th. Booster Fan is installed and tested prior to 31st January, 1982. Action by Mr. Miller.

Provide equipment to run 4th. Booster Fan on automatic in the event of having to put it into service following failure of one of the three duty fans. Action by Mr. Mather.

W.21 Intake and W. 21 Return.

Provide manpower and material to seal both headings. Action by Mr., Mottram.

W.18 Return.

Ensure heading is ventilated by venturi blower. Action by Mr. Mottram.

T.29 Intake, Return and Return Connection.

Ensure headings are ventilated by venturi blowers, as required. Action by Mr. Mottram.

T.22 Advanced Heading.

Ensure heading is ventilated by venturi blower. Action by Mr. Miller.

T.40 Face.

Maximum maintenance of powered supports to be undertaken before 31st. January, 1982.

Ensure an adequate supply of wood props, wood bars and hardwood chock pieces is available in Return Roadway.

Provide additional supports as necessary to maintain conditions in the half-heading system of face entry such that adequate ventilation is available along faceline. Maintain sealing of waste side arches with Hardstop.

Ensure sufficient pipes available to extend pump range into Main Gate heading.

Ensure that methane drainage system is fully operative and that water traps are efficient. Action by Mr. Mottram.

W.19.

If at all possible, this should be sealed off prior to 31st. January, 1982.

WORK TO BE UNDERTAKEN IMMEDIATELY PRIOR TO COMMENCEMENT OF A STRIKE.

For the purpose of this exercise it had been assumed that any strike action would not take place before Monday, 1st. February, 1982. It is also assumed that at least two days notice will be given before labour is withdrawn.

1). All conveyor drives, loops, return and remote heads to be cleaned out and stonedusted. All valves to dust suppression and spray equipment to be fully closed. All tunnels and ripping faces to be secured by sprag and or 'Parkside' type drop arms. All headings to be fenced off. Examine end stoppings. All material systems to be left clear. Action by Mr. Dyer, Mr. Mottram and Mr. Miller.

2). No.1 Pit 'A' Section.

Trencherbone T.19.

D.E.R.D.S to left at the top of the face. Face panzer to be left 12 inches from coal. All supports, including packhole supports to be fully advanced. Pack as close as possible. Additional supports

set in areas of weak roof conditions. Chock extensions to be set in roof. Auxiliary fans to be stopped in the advance heading and the venturi blower installed. Ducting to be extended top face of heading. Pump packing system to be fully flushed put and pump and mixers thoroughly cleaned and lubricated. main Gate Dosco and return Gate U.T.R. to be moved outbye by 5 metres and isolated. Weldmesh panels or roll mesh to be used over chocks throughout the face fro last 7 shearers. maximum height to be maintained. Five rolls of brattice to be held spare in district. Methane range to be drained of water. Action by Mr. Dyer.

Rushy Park R.4.

Cutting machines to be left at each end of the face. Face panzer to be left 12 inches from coal. All supports, including packhole supports to be fully advanced. Pack as close as possible. Additional supports set in areas of weak roof conditions. Ventilation ducting to be extended to face of headings, auxiliary fans stopped and venturi blowers to be moved back from face of heading as far as practicable and both machines isolated. face of headings to be secured. Pumping arrangements to be such that the heading can be cleared of water by mono pump. Pump to be checked. Water ranges to be isolated at top of R.4's brow and range emptied of water and pumped away. Five rolls of brattice to be held spare in district. Methane range to be drained of water. The extractor to be put on bypass. Action by Mr. Dyer.

Trencherbone New Return (J.122 South).

The Dosco to be brought back outbye from the face of the heading as far as practicable and isolated. The forcing fan ducting to be extended to face of heading and auxiliary fans stopped. Th doors at the fan to be kept closed. Microdyne exhausting unit to be stopped and isolated. Action by Mr. Dyer.

Trencherbone New Return North.

It is assumed that the boreholes to connect th heading to No.3 shaft will have been completed and that sufficient ventilation is available within th heading. Th heading machine to be drawn back and isolated. face of heading secured. Heading to be pumped clear of water. Auxiliary fans stopped. Action by Mr. Dyer.

No.2 Pit.

Yard Coal Lodge and Top of Brow Sump to be left on controlled siphon arrangement. No.2 Sump Lodge to be left in a lagged condition and pump stopped. Yard 6 East and Yards 10 East lodges to be emptied and pumps stopped. Bypass arrangements to be put into operation. Action by Mr. Dyer.

3.) No.1 Pit 'B' Section.

Florida Intake.

Mindev 190 Loader to be drawn back from face of heading. Heading to be secured. Ventilation ducting to be extended to face of heading. Special 3 Venturi blower arrangement installed at the fan and switched on. Auxiliary fan stopped. Action by Mr. Miller.

Florida Return.

Emico 627 drawn back from the face of the heading and isolated. Ventilation ducting extended to face of heading. Ventilation ducting extended back from face to a position outbye the 8 East level air doors and the heading put on natural ventilating pressure. Venturi assistance if required. Action by Mr. Miller.

New South Horizon Tunnel. JH.2

Emico 627 drawn back from the face of the tunnel and isolated. Ventilation ducting extended to face of heading. Special 2 Venturi blower units installed in the ducting at 'L' Junction and the auxiliary fan stopped. Air doors in J.57 brow to be properly closed. Butterley Bunker Pit to be pumped dry. Action by Mr. Miller.

T.22 Advanced Heading.

Ventilation ducting extended back from face of the heading. Venturi blower to be installed. Action by Mr. Miller.

W.17 Salvage.

Additional supports to be set as necessary. Action by Mr. Miller.

8 East Level.

Braithwaite tank to be left clean of silt and pump on automatic control. Action by Mr. Miller.

East Side Booster Fan.

To be stopped on last working shift and doors opened. Action by Mr. Miller.

4). No.1 Pit 'C' Section.

Trencherbone T.40's.

Cutting machines to be left at each end of face. face Panzer to be left 12 inches from face. All supports to be fully advanced and blocked to roof through full length of the roof beam. Ventilation system for the return end blind heading to be fully operational. Both Eimco loaders to be drawn back to a secure position. Additional supports to be set in half-heading system. Pump range to be extended into the heading and pump checked. Packs to be as close to the back of the supports as possible. Additional supports set in areas of weak roof. Methane range to be drained off as necessary. Five spare rolls of brattice to be available in district. Action by Mr. Mottram.

W.21 Intake and Return Headings.

Ensure that the stoppings are complete. Action by Mr. Mottram.

W.18 Return.

Ventilation ducting to be extended to the face of the heading. All loading machines to be drawn from face of the heading. Auxiliary fans stopped and venturi blower arrangements put into use. Action by Mr. Mottram.

South Dip Booster.

These are to be left running and monitored on the surface as at present.

5). SURFACE.

All water to be drained off the system in the Coal Preparation Plant. Overflow drain from the reservoir to be checked for correct operation. Action by D. MacDonald and N. Bradley.

All surface buildings to be locked and keys (properly labelled) returned to the Power House or Control Room Action by H.O. Simmons.

CONTINGENCY DEVELOPEMENT PLAN.

Assuming only B.A.C.M. Staff are available for Safety Coverage the essential deployment will be;- 6 for the Power House fans etc., 4 for the pumps in No.2 Pit, 2 winders, 3 Shaft inspections and Collins Green, 2 banksman, 3 mechanical examiners and compressor, 3 for Electrical examinations and compressors, 2 for underground inspections, 3 for the Control Room, 1 for lamproom and bathing and 3 for security. This gave a total of 32 men to cover 224 shifts.

To maintain Rota of 5 days in 7, 45 persons will be required. Likely to need 9 Area men supplying to maintain 45 persons. The Official in charge will be Mr. Carey on a 24 hour basis.

WATER.

Position After 4 Weeks.

i). Yard Mine lodges would be siphoning to the Rushy Park Lodges. If this siphon should fail then water would be overflowing into No.1 shaft.

ii) The No.2 shaft sump would be two thirds full backing up the sump tunnels thus stopping ventilation of the sump.

iii) Water from the Top Yard Mine main brow would be siphoning via 'Nanny's Nick' and No.1 shaft to the Rushy Park Lodges. If this siphon should fail, this water along with water from 6

East would overflow and run down the Yard Mine brow to 10 East and into No.1 Pit via J.57 tunnel.

iv). The Ravenhead Lodge and the sump at the top of the Ravenhead Brow would be overflowing down the Ravenhead Brow into the Rushy Park Return Tunnel, Wigan Four Feet West side Return and Trencherbone North Drivage. Some of this water would be dripping through the strata into No.2 tunnel at a pit inbye from T.111 Junction.

v). No.3 sump water would be overflowing into No. 1 sump along with No.1 shaft water.

vi). If the automatic system should fail or be stopped, the Rushy Park Lodges would start to overflow to run down into No.1 shaft sump

Position After 8 Weeks.

i). If the siphon from the Yard mine lodges had failed so that water was overflowing into No.1 shaft, this would have detrimental effect on the brickwork and strata immediately below the mouthing with the possibility of the shaft brickwork collapsing.

ii). The No.,2 shaft sump would be overflowing in the Yard Mine brows and possibly into No.1 shaft via 'Nanny's Nick'.

iii). The water in No.1 shaft sump would have risen to above the guide rod weights.

vi). The build up of water at J.22 South/T.10 Return could start to flood T.20 connection.

vii). The overflow of No.2 Pit water into No.2 Pit would be accumulating in T.40 half heading with the possible interruption to the ventilation.

Ventilation.

If W.19, T. 18 and T.20 were to be stopped off by 31st. January, 1982 it is likely that the different sections could be adequately ventilated without any boosters running and the headings ventilated as previously described.

Surface Extractor.

This should be run continuously but with faces not producing the state will eventually be reached when override arrangements needs to be put into operation. This would require constant attendants. As this condition deteriorates down to 205 methane the extractor will have to be stopped and shaft range valve closed, due to eventual reversal in the pipe range. To offset this condition and maintain drainage on bypass to East Side and South Dip, the range will need to be opened to the atmosphere in No.2 Pit. W.R.P. extractor to be put on Venturi drainage.

BOLD BULLETIN No. 5.

Bold colliery, having moved into the 16th week of total strike action, continues to deteriorate. in previous brochures concern has been shown on deterioration of the coal faces, these are not improving but I will, in this issue, move outbye where deterioration had been slower, but after "16 week" is now of grave concern.

T.26's TRENCHERBONE.

Deteriorations in this panel are such that coal production has ceased. The condition as they stand at present make the preparation of the district for salvage a longer job than would be usual. However, with proper fortitude, we still can salvage the equipment for T.27's. If, however, work is not done on the district to secure it, then further deterioration will put in jeopardy any salvage operations and any losses will put 'Trencherbone T.27's future in SERIOUS question."

T.22's TRENCHERBONE.

The face conditions deteriorate slowly and we are losing ground fast at the Roadhead Areas. Some men are underground at present working on the panel and hopefully sufficient work will be done to safeguard this panel.

T.29's TRENCHERBONE.

Again conditions after 16 weeks are not 'rosy' and the Main Gate and Return Gate continue to loose height due to floor lift. Men are again working on the panel and hopefully a goof result will be obtained.

OUTBYE AREAS.

As stated outbye area of the colliery after 16 weeks are giving concern.

- 1.) On No.1 Tunnel the locomotive will not travel past J.122 Junction. A dint is in progress and hopefully we can put it in order. The supports of the roadway are showing signs of breaking and 'Raters' are increasing in number and severity.
- 2.) No.2 Becorit is in an unrunnable condition. Track is starting to break and will need to be replaced and there are three sections in the tunnel the Becorit will not travel through for manriding.
- 3.) T.22's Main Gate, 400 yards of track to cross level at present and will only get worse.
- 4.) J.122 South Return. The top 250 metres showing increased arch distortion and increased ratering. There is also about 2 feet of floor lift. This area is of concern and needs immediate work.

In the Western Area itself more men are returning to work with the biggest improvement in North Staffordshire and Lancashire and I am aware that ALL men at Bold would rather be working than be at home or on picket duty And I, as Acting Manager, would be more pleased to see you at work.

Sitting at home wishing the situation would resolve itself won't bring back your wages and family security. "YOU must make it happen" by positive action.

R. Stevenson,
Acting Manager.

BLACKBROOK

The colliery was situated at the corner of Blackbrook Road, Chain Lane and Link Ave. It was being worked in the 1790's by James Orrell, the owner of the estate, who had been involved in coal mining for a number of years. The colliery had been working for a long time when the official records of the Inspectors of Mines first reported in 1850. It was owned by David Bromilow and, in 1843, it was reported that two men earned thirty four shillings a fortnight. The colliery was mentioned in 1860, when 30,000 tons of coal were being raised per year. At that time it was owned by Bromilow & Southern. The colliery closed about 1863.

The Bromilow Papers LRO.

Owned by David Bromilow.

1843 it was reported that two men earned 34/- a fortnight.

5th. October 1844. Blackbrook. (Galloway)

Messrs Stock's pit one man was killed and another dangerously burned, a young man and a young woman. the accident was the result of the man's carelessness having been cautioned the day previous by two workmen not n any account to work in an opening mad without having a Davy lamp with him. He disregarded this advice.

February 1845 (MJ).

Blackbrook J Whittle was killed when he fell down the pit.

08-1845 Blackbrook (MJ).

E. Mercer and J. Lawley were killed when they were thrown from the tub when descending the pit.

13th. January 1851.

Two men, Samuel Daniels and Ringley were killed by a breakage of a hook in the downbrow. (MIR, MJ).

25th. January, 1851.

Henry Roughley was crushed to death by wagons on the inclined plane.

26th. February 1851.

W. Jarvis was killed by a explosion of firedamp which occurred on the 20th. of the month. (MIR).

30th. April 1853.

Joseph Wright aged 20 years, was killed by a fall of roof coal. (MIR).

3rd. September 1853.

Thomas Kilshaw aged 38 years was killed by falling from a basket in ascending the pit having been struck by a hose which was being used to extinguish a fire. (MIR).

10th. October 1853.

William Coxhead aged 16 years was killed by the falling of materials while extinguishing a fire in the seam. (MIR).

20th. December 1853.

Thomas Stock aged 63 years was killed by a fall of coal. (MIR).

22nd. December 1853.

T. Robinson aged 21 years was killed when he was crushed between waggons. (MIR).

13th October 1854.

P. Commons, a boy, was killed by a box waggon running down a brow. (MIR).

1st. September 1854.

At an inquest into the death of William Platt, collier, was held at the Queens Arms, Parr. He was killed at the colliery on the 22nd inst. the jury returned a verdict of 'Accidental Death'. (WE).

10th. December 1855.

Susannah Norcross was killed when she was caught in machinery at the surface. (MIR).

11th. October 1856.

Three men, William Price, John Naylor and Samuel Briers were killed in an explosion of firedamp in the Rushy Park Mine which set the coal on fire. (MIR).

11-10-1856 MIR.

EXPLOSION OF FIREDAMP AT THE COLLIERY

Some firedamp that had accumulated in the goaf was accidentally fired by an inexperienced collier working with his lamp uncovered. The explosion did not extend much beyond the goaf but the coal is very dry and it started it in fire. The flames spread rapidly to the extremity of the workings where a number of men and boys were employed.

The person who fired the gas escaped personal injury but the three others were suffocated by smoke and gasses from the burning coal. One of the sufferers a boy of 18 years had not been found.

Steam at high pressure has continually been forced into the workings which have been stopped since the accident but up to this time the fire had not been extinguished altogether.

In all probability the men might have put the fire out after it had ignited but they left their places and did not inform the underlooker until they reached the pit bottom when the fire had raged and spread a considerable length

25-10-1856 ST.H I.

At the inquest into the deaths of the three above at the Royal Arms, Parr it was stated that they met their deaths by chokedamp. LAWRENSON who was the cause of the explosion, was working with a naked candle because the ventilation was good and was acting under the orders of THOMAS JOHNSON the underlooker who, since the explosion had been discharged. All the witnesses agreed that the ventilation was good. Mr Higson the Inspector read the rules of the colliery relating to naked lights and the jury brought in a verdict of Accidental Death. (MIR, St.HI),

27-01-1857

WHITTLE Thomas drawer
Fell down the pit

31-01-1857 ST.H I.

The inquest on THOMAS WHITTLE aged 11 years was held at the Ship Inn owned by Mrs. Banks. Verdict. Accidental Death.

26-02-1858

HILL William 29 Collier
Fall of stone from the roof

27-03-1858 CG.

BREACH OF THE RULES.

At St. Helens Petty Sessions on Tuesday last before the chairman Robert Neilson Esq. a full bench of magistrates heard PETER BROMILOW charged with a breach of Special rule 18, taking the top off his lamp and smoking down the pit where lamps are extensively used. He pleaded guilty.

Mr Molyneaux, the manger sated that on the morning of the 16h he was in the Rushy Park Mine and he saw him take the top off his lamp and light his pipe. There were one hundred men in the pit at the time and such an action put their lives at risk as there was a good chance that gas was present. He testified as to the accused good character and he was strongly admonished and fined 20/- plus costs.

10-04-1858

ALLEN John 45 Collier
An explosion of gunpowder

07-04-1858 ST.H I. and 17-04-1858 CG.

At the inquest into the death of JOHN ALLEN collier aged 45 tears at the Nelsons Inn owned by Mr. Campbell it was heard that in Saturday last he died from the effects of burns received in Chain Pit when he was carrying some powder through the workings and at the same time held a naked light. As he turned round the powder fired and severely burnt his face. The jury thought that the powder should have been carried in a tin. He let a wife and eight children. Verdict. accidental Death.

08-05-1858 CG.

ACCIDENT REPORTED.

There was an accident at Chain Pit last Saturday when WILLIAM BINHAL a collier was removing props and a large portion of the roof fell on him fracturing his ribs and severely crushing his head and chest. He was removed him and Mr Blundell surgeon was in attendance but the internal injuries are sever and it is feared that he will not survive.

22-05-1859

BUCKLEY James 66 Labourer
Crushed between the drum and the chain in the jig brow.

14-05-1859 ST.H I.

JAMES BUCKLEY aged 66 years a hooker-on at Chain pit had three fingers torn away and his arm fractured. he was in the act of hooking waggons on to the endless chain when the engine suddenly started and he was caught and dragged against some boxes. He lies in a precarious state

08-06-1859

FLETCHER John 25 Collier
Fall of roof

11-06-1859 ST.H I.

At the inquest in to the death of JOHN FLETCHER 25 collier who was killed in Chain Pit when a wall fell on him the verdict if the jury was accidental Death.

12-07-1859

ANDREWS Peter 33 Collier

Injuries received in an explosion of firedamp

22-07-1859 WO & ST.H I.

At the inquest into the death of PETER ANDERS at the Druids Arms in Parr it was found that there was nothing to show how the accident had occurred

11-11-1859 WO.

THOMAS KNOWLES was severely crushed about the back and head by a fall of top coal in the Rushy Park mine on Monday due to lack of propping, His life is despaired of.

19-12-1859 WE

On Monday a collier named THOMAS KNOWLES was killed by a fall of top coal in the Rushy Park Mine at the colliery

14-03-1860

SWIFT Thomas 10 drawer

Fall of roof

24-04-1860

BUCKLEY James 65 Barrowman

He was caught in a pulley on which the endless chain revolved

04-08-1860

ACKETT William 9 No occupation

He was playing at the pit bank when he fell from the stage 15' high

01-03-1861 WO.

At St. Helens Magistrates Court THOMAS HARRISON a fireman at the colliery was sent to goal for fourteen days for neglecting Rule 47 by not sending the overlooker word of his inability to attend to see the workings

29-05-1861

CHEETHAM Thomas 16 drawer

At the bottom of an incline when the tubs started and killed him

01-06-1861 WO. & 01-06-1861 CG.

On Wednesday morning Thomas Cheetham was killed by being run over by waggons as he lay across the rails sleeping. He died two days later

09-09-1861

CROMPTON John 10 Waggoner

Crushed by two waggons at the surface

04-07-1864

PENKETH James 31 Labourer

Looking out of the cage whilst ascending

08-07-1865 WO.

At an inquest into the death of JAMES PENKETH collier aged 31 years who put his head out of the cage at the Chain Pit and caught it on a bar the verdict was accidental death.

21-04-1866 ST.H STD.

FUNERAL.

The funeral of the late Joseph Hill who was accidentally killed at Bromilow's colliery in Blackbrook took place last Saturday. the mortal remains were followed by numerous miners who showed their respect to the deceased by seeing him conveyed to his last resting place. All wore black sashes provided by the Miners Provident and Benefit Society. They conducted themselves with order and decorum.

It is hoped that the miners of Haydock and St. Helens will put themselves within the benefit of the Society

08-05-1869 ST.H STD.

At the magistrates court in St. Helens Harriet Groves stole 45lbs of coal from the colliery P.C.108 saw the accused with the coal taken from a coal waggon. She said that she thought it all right to take the coal as it was off the colliery premises. the bench took a lenient view and dismissed the case

09-11-1866 WO.

MEETING OF MINERS.

Peter Banks requested the management to pay the usual yardage and said that he had the support of the men and the at the Society were taking steps to safeguard their interests.

2nd. January 1864 (PR)

Coal Stealing.

William Dixon, a youth residing at Blackbrook pleaded guilty to stealing coal from a wagon belonging to Messrs. Johnson while on the railway. It was stated that his father was transported for life and another member of the family was also undergoing penal servitude also for felony. The bench discharged him with a caution as the owners did not wish to press charges.

2nd. January 1864 (PR)

Coal Stealing.

William Dixon, a youth residing at Blackbrook pleaded guilty to stealing coal from a wagon belonging to Messrs. Johnson while on the railway. It was stated that his father was transported for life and another member of the family was also undergoing penal servitude also for felony. The bench discharged him with a caution as the owners did not wish to press charges.

26-06-1899

HURST John T. 27 Haulage hand

Three tubs were being hauled up by a tail rope attached to the endless rope. The full tubs got off the rails appear to have knocked out a prop capping a bar and causing the roof to fall on him as he was filling a tub

30-09-1901

SMETHURST William 26 dataller

He was clearing dirt that had been displaced by an electrical heading machine when his foot slipped on the wet rock floor and his leg was caught in the revolving cutters and he was drawn in. Died same night

N & E GUARD.

04-10-1901.

KILLED BY 'IRON MAN'. STRANGE COLLIERY ACCIDENT AT HAYDOCK.

Mr F. A. Jones held the inquest into the death of William Smethurst 26, Slag Lane Ashton-in-Makerfield at the Waggon and Horses Hotel when he had an accident with an electrically driven coal cutter at the colliery. Mr Matthews that Inspector was present and Mr H.L. Riley appeared for the relatives.

The man's father said that when he went to work on Tuesday night he found his son being brought up injured. The deceased had been working with the machine for a fortnight and before the accident he had received a slight electric shock from it. Elijah Derbyshire electrician of Lower Lane Ashton said he stated and stopped the machines which were in use at the colliery then the men could shovel the dirt that he been 'holed' from under the coal and a man named Heaton worked the lever regulating the distance of the cutters from the coal. They changed the position of the machine and started again in about half a minute when the deceased shouted 'Stop it'. He cut the current at once but the machine went on for some time as it was running a speed. He thought that the deceased had slipped when he was getting down into position by the side of the cutter.

his left leg had been caught and drawn in. His foot might have slipped or he might have got too near it. He worked about 20ins from the cutters and a space had to be left between the guard and the blades or the dirt would clog the machine.

James Heaton said that he assisted the deceased whose leg had been caught and pulled off by the machine. The deceased said "I think it's all over with me Jim" and the witness said "I think it

is Bill". When the deceased shouted he saw the machine take him under 'Like a gun'. He had slipped on the floor many a time because it was hard and damp. The accident happened at 7.30 and the deceased died the Cottage Hospital at 10.50 p.m.

Mr. Matthews said the he did not think that the machine could not protected any more than it was Verdict Accidental Death

??-??-1933 MIR

A half inch chain broke 550 yards from the engine and three were injured as they jumped off before it came to a stand still.

BROAD OAK

9th. October 1858.

The state of trade had become so bad in the town that the owners were intending to reduce the colliers wages by ten percent and the Broad Oak Colliery had stopped work. A Committee had been appointed to go round and collect subscriptions for a strike so that each man could receive 10/- a week. It was reported that their conduct was peaceable and there had been no demonstrations. The owners had large stocks of coal and could hold out as winter approached. (CG).

9th. October 1858.

STRIKE AT BROAD OAK COLLIERY.

The pit was at a standstill and there was no agreement between men and masters. At the start of the week the masters had sent to the North to get men who would work on reduced wages. By 30th. October the strike was brought to an end on favour of the colliers. The owners had offered to make the reduction 5 per cent not ten percent by the colliers would not accept this. The owners gave in and it was the first time that the colliers had won a dispute like this in St. Helens. The £3000 that had been collected for the strike fund was distributed. By 13th. November it was reported that the trade was looking good and all the pits were working and no colliers were idle. (CG).

CITY COLLIERY (WINDLE).

The colliery was situated off Bleak Hill Road. It colliery was probably sunk to take advantage of the upsurge in coal prices of the early 1870's. It appeared in the Inspector's Report for 1873 to be under the ownership of Mr. G. A. Bates of Windle. The colliery probably worked for only a short while and was closed by 1876.

ST. HELENS NEWSPAPER AND ADVERTISER.

21st June, 1873.

Coal Stealing

Margaret Downes and Ann Owens, both juveniles, were charged by Mr. Bates for stealing coal from the City colliery. The police said that on the 6th. January they caught the girls with coal in their pinafores. The case was adjourned.

ST. HELENS NEWSPAPER & ADVERTISER.

25th. April, 1874.

Miners Object to Wages.

Two miners John Knowles and John Webster were brought to the Police court charged with absenting themselves from work at Windle City colliery of Mr. Bates. The case arose after a basic reduction of miner's wages. Mr. Bates had threatened proceedings against many men but only these two had remained obstinate. It appeared that a reduction took place on the 27th. March as negotiations were afoot for a compromise and the underlooker advised the men to

continue working on the low rate of pay until some decision was announced. On the 1st. April he intimated to them that a fifteen percent reduction had been agreed and the men continued to work. On the 9th. April he informed them that a seven and half percent reduction had been agreed and he heard no protest and assumed they had accepted. On the 11th. the men were paid on the reduced scale and several absented themselves from work and proceedings were taken at once. All but the two prisoners had resumed work. The magistrates adjourned until Monday on condition that the men went back to work and made terms with Mr. Bates. This they agreed to do.

CLOCK FACE.

The colliery was situated on Gorsey Lane, Clockface. The No.1 and No.2 shafts were sunk initially in 1890 to a depth of 500 ft., but these were abandoned due to water problems. In 1904 the Wigan Coal and Iron Company took the colliery over. They turned No.1 shaft into a pumping pit and it dealt with over 700,000 gallons of water per day, with 500,000 gallons being sold to St. Helens Corporation. The Colliery was improved in the 1930's and the 1950's, but was forced to close down in 1966, when there were 638 men producing 169,000 tons of coal.

CLOCK FACE 17-07-1896

NEARY Andrew 31 Sinker

They were tipping water out of the hoppet over the sinkers into the water trough when the banksman slipped his hold on the hoppet and it upset water down the pit falling onto him and fatally injuring him

CLOCK FACE 08-05-1899

RIGBY Henry 20 Propman

He was on a platform in the shaft attending to the pump meters when a joint burst in the water pipe and he fell to the bottom of the pit 20 yd. The platforms should have been fenced

CLOCK FACE 10-10-1899

BOOTH Charles 38 pumpman

Attempted to get off the hoppet before it stopped and fell to the bottom 30 yd

From 'THE NEWTON AND EARLESTOWN GUARDIAN'.

2nd. February 1906.

NEW COLLIERIES AT ST. HELENS.

For the past year the Sutton manor Colliery Co. has completing arrangements for the sinking of a new colliery in the township of Bold just outside the St. Helens Borough boundary. Boltholes have decided the Company the best place to sink the shafts. and it mow stated that the officials of the Company is pegging put the land for the shafts.

Col. R. Pilkington and Messrs Evans and Co the shafts will be sunk in the neighbourhood of Clockface and Micklehead green. This will lead to a expansion of the Bold side of the Borough. Sutton Manors estate is very extensive and all the best seams of coal in the district are to be tapped.

CLOCK FACE 15-04-1906

MACKINTOSH G.H. 27 Chargehand

He had 3 others were taking a wire rope in a sinking tub. One end was fixed to a steel girder 96 yd from the surface. After they had reached 200 yd and uncoupled the rope they appear to have unscrewed the stretching screw and the rope fell killing him. The safe method was to take the rope down and haul it up

CLOCK FACE 19-02-1906

RILEY James 21 Sinker

Sinking pit at the colliery and a new winder was learning to use the engine when the regular man was with him lowering the empty hoppet and he let it past the holding place and it ran into the bottom alighting onto the deceased. The sinkers should have been withdrawn as the lessons were going on

CLOCK FACE 01-08-1908

CASH Arthur ? Labourer

He was fixing girders to make a floor in the engine house and as he was reaching forward he overbalanced and fell 12 ft onto the cellar floor and fractured his skull

From 'THE NEWTON AND EARLESTOWN GUARDIAN'

7th August 1908.

Fatal accident.

Arthur Cash aged 26 years of Sandy Lane Great Sankey was killed on Saturday. He was walking in the roads when there was a fall of 13 feet and broke his neck. He was well known as an athlete and had raced in the sports at the bank holiday on Tuesday and Wednesday of that week.

The coroner expressed condolences to the parents at this sad bereavement.

CLOCK FACE 16-04-1909

VARDY George 16 Labourer

He was attending some tubs moved by a creeper and got his leg caught in the creeper. He died the following day

CLOCK FACE 26-09-1911

LOWE Fred 18 Haulage hand

When taking empty tubs upbrow three other tubs he had previously unhooked from the haulage rope followed and threw the journey against him against the centre prop and inflicted fatal injuries. Died 16th Oct. In this case the centre prop was only 6" from the side of the tub

CLOCK FACE 11-01-1923

HARRISON Charles 24 Contractors man

SEE REPORT It happened in the third hour of the shift at 9,30am

1923 MIR,

A contractors man was injured by a fall of roof and eight days later while clearing the debris at the road end a large stone fell with no warning. The fireman had visited the place an hour before and ordered a prop and bar. The roof had been left too long with nothing to support it.

CLOCK FACE 12-04-1923

DAVIES Alfred 43 Overman

At 9.30am in the seventh hour of the shift a girder 14' long was struck by empty tubs and a prop supporting the end came out due to weighting

20-03-1924

DANIELS Isaiah 50 Collier

It happened at 1.20pm in the 7th hour of the shift.

25-09-1924

CRITCHLEY James 36 Fitter

At 12.35pm 6th hour of the shift. He was working on a small compressed air engine about 10 yd from the face when a fall pinned him for five hours. He was alive when they got him out but died on the way to hospital. The fall was due to crump and the fireman had just left the place

CLOCK FACE 23-05-1924

HUNTER William 45 Collier

6.10pm 1st. See REPORT

CLOCK FACE 29-02-1924

KERRINGTON John 56 Dataller

12.15am 2nd.SEE REPORT

1924 MIR.

A dataller was clearing up loose debris in a brow 1 in 4 and the tubs were moved by a small haulage engine to a point where he could fill them. Four tubs were partially filled and mover four feet crushing him. It would not have happened if a Warwick had been set

1924 MIR.

A collier was killed getting out of the cage after descending. circumstances pointed to the neglect of the onsetter. he was one of the eleven who descended and was in the bottom deck of the cage. The catches were set as usual. The onsetter lifted the cage gate and as he crossed between the middle loop and the landing the cage dropped seven yards. There was always slack in the ropes and the catches should have been wedged in position. The onsetter failed to do this.

1924 MIR.

In the act of getting down a piece of top coal a large stone fell and killed him. The last prop was set just over the specified distance. Owing to the position of the top so he could not set it to the correct distance. He should have set a temporary prop and in not doing so had displayed bad judgement. The fireman had visited the place and had suggested nothing.

1925 MIR.

A man was slightly scraped and strained work the following day but incapacitated for a week or two

MIR

1925

Clockface

explosion in which one of the two men were slightly injured but went to work the following day. and Charles Mellows? was incapacitated for a week or two.

A tunnel rising 1 in 4 in the higher Ravenhead seam 2.30 on March 3rd Charles Mellows? and another tunneller returned to the face the firemen fired Rubrite to get some stone down and at 5 .45 the chargeman was pulling out some stone and the ignition of gas occurred and they were slightly burnt on their backs in a stooping position.

from MIR

1923

Clockface.

A contractors man was injured by a fall of roof and died 8 days later. He was removing debris that had been thrown into the road end when a large stone fell on him without any warning. The foreman had visited him an hour before and warned him to be careful and set a prop and the stone came away as he was reaching over the debris and he had exposed two large slips and neglected to support it.

MIR.

12th April 1923

Clockface.

Alfred Davies he was crushed between a girder 14 feet long went on the top of an empty tub. The girder supported three bars and it appeared that the props support the end of the girder had been displaced and then knocked out by a sudden weight.

MIR

25th September 1924

Clockface.

James Critchley the deceased was erecting a small compressed air engine about 10 yards back from the brow when a fall fatally injured him he was under displaced timbers for five hours and when they got him out he was alive but he died on the way to hospital. The fall was apparently due to a severe crump which was not visible until after the accident. The fireman had considered the place safe.

MIR

1924

Clockface.

A collier was in the act of getting down the top seam when the coal suddenly fell away. The last prop on the face was just over the specified distance. and owing to the position of the top

coal he could not set he permanent roof supports but the accident would he been prevented if he had set a temporary prop. Displayed want of judgement as did the under manager and the fireman who were both in the place before and did not suggest any extra precautions.

MIR.

1924.

Clockface.

A collier was killed while getting out of the cage while descending and the circumstances pointed at the neglect of the onsetter. The deceased was one of eleven persons who were descending on the top deck of the cage. As onsetter lifted the cage gates the deceased who was fourth to leave the cage was crushed between the cage and the landing and killed instantly. As he was getting out the cage tilted and dropped four and three quarter feet. The decks wee not chained and the bottom decks were used on the north side and the to deck on the south going to a great depth of 700 yards there was always a certain amount of slack rope on the bottom cage when the other cage was on the surface level. It was the practice while men were waiting to put catches in position of the north cage and for the south cage the catches were left open. The onsetter failed to but the blocks into position to keep the catches firmly fixed. After the accident all deliberate attempted to make the cage fall past the catches failed.

MIR

1924.

Clockface.

A man was cleaning up loose debris on a brow dipping 1 in 4 where empty tubs were lowered by means of small hauling engine were he was going to fill them and held in position by a drag on the first tub. The drag and obviously bee secured to a sleeper. Before the tubs had been partially filled they moved forward four feet and trapped the deceased against a bar at the lower end of the caunch. The tubs would not have been moved if the Warwick had been securely set.

03-03-1925 MIR

In a tunnel running 1 in 4^Å eighty yards long at the Higher Ravenhead seam Rubertite was used to remove stone and at 5.45 there was an eruption of gas. no steel tools were in use at the time.

From 'THE NEWTON AND EARLESTOWN GUARDIAN'.

7th. March 1930.

CLOCKFACE FATALITY.

Collier named Isaac Prescott aged 38 years who lived wit his wife and family at Gorsey Street Clockface has died at St. Helens Hospital from injuries received at work. He was trapped under a fall of roof at the colliery on Monday.

1933 MIR.

Cages met in the shaft when a chain broke and struck the ascending cage. Two conducting rods were broken. The accident was due to an empty tub going over the stop. The shaft is 74yds deep.

1935 MIR

There was an overwinding incident when the cage was going in the wrong direction and the hook detached.

1936 MIR.

EXTRACT FROM THE REPORT AND PHOTO OF A BRIDGE AT THE COLLIERY IN THE FILE

Date not known. Produced by the Royal Society for the Prevention of Accidents.

From SMM

**TO ALL OFFICIALS.
CLOCK FACE COLLIERY.
ACCIDENTS.**

Accidents interfere with production. They waste manpower, they spoil material, they cause disorganisation and waste of time. To the worker they bring pain and suffering; to his family they sometimes bring tragedy. Their prevention is vital.

You, because of your authority and your ability to exercise personal supervision, are in a specially responsible position for making production as accident-free as possible.

First, you can ensure that orders you give always contain precise instructions about the proper way to do the job.

Secondly, you can see that the job is actually done the proper way.

Thirdly, you can do a very great deal, by your personal influence, to make the workers in your department keen on accident prevention.

The ideas inside this leaflet are not safety rules. They are simply suggestions about the various ways in which you can make the best use of your personal influence, particularly in regard to new employees.

Don't be satisfied with merely reading them, however carefully, but carry them out in your daily work

1). When you make your daily rounds make them a hazard hunting inspection as well. You have special opportunities to spot deficiencies and dangers. By neglecting to arrange for necessary guards or fencing you may lay both yourself and the firm open to legal proceedings.

2). Warn all workers of dangers in their work and show them the correct way.

3). Try, in particular, to see your shop from the point of view of new workers. What is familiar to you will be fresh to them, and may need explaining.

4). See that new workers are put in the charge of an experienced hand. Some people are much better than others at helping newcomers. Choose better ones.

5). Remember that new workers not only need telling; they need watching as well. They may be clumsy or awkward, or, being new to the job, may not have clearly grasped the meaning of the instructions. They can be a danger to others as well as themselves.

6). See that all workers comply with accident prevention rules. This applies particularly to such matters as wearing the goggles or protective clothing provided, keeping guards in position and to not oiling or cleaning machinery in motion.

7). Instructions are sometimes disobeyed because people do not understand the really sound reasons that are behind them. Bear this in mind and be ready to explain.

8). If a worker in the shop is constantly running into danger, consider whether he could be transferred to work that is freer from risk.

9). The accident record in your department is a matter for your concern. Do all you can to keep the figures down.

10). Remember that tidiness is essential for the prevention of accidents.

11). See that all tools and machinery are maintained in a safe condition. Don't let those under you work with defective or unsuitable equipment. Encourage the reporting of defects by having them put right as quickly as possible.

12). If men from another department are doing repairs or other work in your department, as that it is done safely and right and that they leave the place as tidy as they found it. You are responsible for the conditions in your department and have a right to insist.

13). See that all guards and safety signs are placed securely if they have to be moved.

14). If there are fire appliances in your department, it is your duty to keep an eye on them, no matter what routine inspections may be made by another department. You are the only person who can ensure that they are always accessible. Remember that if they are obstructed "only for five minutes", fire is just as likely to break out during those five minutes as at any other time.

15). Ordinary and emergency exits, and the approaches to them, must always be clear. be sure that you know what to do if fire breaks out.

16). See that all workers have all cuts, scratches and punctures dressed at once. Remember that a small wound may be just as dangerous as a large one.

17). Do not let any employee that feels ill remain at work. apart from all other considerations, there is more liability to accident when people feel off the mark.

18). In the event of serious accident when no one trained in First Aid is at hand, don't let the patient be mauled about. a lot of harm can be done by unskilled handling, however well intentioned. Serious accidents need skilled medical attention.

19). Make it your business to see whether you cannot think of ways of reducing accident risk in your department. Suggest them to the management.

20). Workers who are actually doing a job can sometimes see hazards or ways to avoid them, that others do not encourage suggestions therefore and see that the employees get the credit for them.

21). The attitude to those in the shop towards accident prevention depends upon the example that you set.

J. ANDERSON Manager

1952 MIR.

A man was wrongly sent to do some work and was drawn into the drums and killed. There was no cover on the box and it had been in a bad state for some time and not reported in the fireman's book and was regrettably missing from the deputies reports.

1958 MIR.

Heating reported on the face but no trouble was caused.

1966 MIR.

Reported that the colliery closed

1940

Clockface

To prevent oxygen reaching the fire, stoppings were erected across the roads and special relief ventilator valves installed.

'First of all you notice the district gets very hot for some unknown reason it's getting very hot. There is a gob fire started somewhere and it was right back in the old waste. They were always putting in one at the manor to give you an idea what an explosion can do. They'd put all the sandbags, they'd put their walls in and they were finishing off plugging and something went wrong. anyway as soon as they got the pugs in it exploded behind. Do you know it moved the stopping like the cork in a bottle shifted ythe lot. But there was nobody there.'

THE COCKFACE DISPUTE 1910.

At the conference held on the 22nd January a grievance which had been pending at the colliery had been reported to the committee meeting and was raised by the Clock face delegate. he said that they had been trying to establish a price list but up to the present they had failed. The men were working daywage at a much less rate than is being paid at other collieries and they ask the Federation to take a ballot with a view to giving notice .

It was resolved:-

That a ballot be taken of all men employed at the Clock face Colliery and that out secretary try and get a joint meeting with the Coal Owners defence Association on the case".

All attempts to get a settlement ended in failure and the men were out on strike for several months.

At a conference held in 6th May it was reported that Messrs Clover, Greenall, McGuirk and J Parkinson with a deputation of four workmen met Messrs Ellis, Fairclough, Wallwork, Thompson, Hewlett, dean and Edmunds at the offices of the Coal Owners Defence Association with a view to bringing about a settlement of the stoppage at the colliery. The employers were only prepared to give 2/- a ton for getting and filling the coal in widework and the workmen were not prepared to accept less than 2/4d per ton so the meeting ended without a settlement being arrived at.

At a conference 9th July a resolution was moved that the men employed at all the pits under the W I and C Co be allotted with a view of giving notice to cease work.

It was explained that a joint meeting with the Coal Owners defence Association had been held on the Clock face dispute since the last conference and that meeting agreed to recommend the men at the Clock face to return to work on a trial for 6 months at 2/- per ton and during the six months every colliery in the pit who is not able to earn wages to be paid 7/- a day and drawers to be paid the same wages as they received from the collier.

Several delegates spoke against the retrial and considered the rate the men were asking for was the proper field rate 22/4d per ton. it was said that was the rate paid at Bold a neighbouring colliery. On the other hand it was pointed out that the conditions were so much worse at Bold and the 4d per ton was paid as an extra for bad roof etc.

The following resolution was carried.:-

"That with a view to assisting the Clock Face miners in their struggle the whole of the men working under the Wigan Iron and Coal Co be balloted to see whether they are in favour of ceasing work. This, in our opinion, is the only way to fight big firms of this kind and while fully realising the seriousness of our proposal, yet in preference to allowing a large firm with a large number of pits, and to whom the stopping of one pit is of little avail, to go on draining the Federation funds and at last win an easy victory, we agree that the ballot be taken."

At a meeting 15th July Mr Parkinson reported that a joint meeting of all the pits under W I and C Co re clock Face lockout was held in Wigan on Friday and every pit was represented. Mr Greenhall presided and the following agents were also present Messrs Glover, Walsh, Twist, Sutton, Roughley, McGuirk and Parkinson.

A very lengthy discussion took place and it was found that a number of the pits under the company who voted for a ballot at the last conference were not on favour of a trial being made for three months on the employer's terms, viz. 2/- per ton.

at the conference held 6th may Mr Parkinson reported what had taken place since the last conference. a meeting of the thirteen branches in connection with the WI&C Co firm had been held at which eight were in favour of the proposed trial. at a subsequent meeting sic branches were in favour of the ballot sic in favour of the trial and one branch neutral.

After much discussion it was agreed that the ballot in accordance with the resolution of the previous conference should be taken.

The result of the ballot vote taken at thirteen pits for a trial at the rates suggested at the joint meeting 1702; against 3356 and in favour of giving notice.

The result of the ballot on this case was considered. At a conference 3rd September two delegates connected with what was called the central committee on this case complained of the text of the ballot paper. One delegate thought that the words 'for trial' should not have appeared on the ballot paper. There ought to have been a clear issue 'For giving notice' and 'against giving notice'.

It was explained that a draft of the ballot paper was read by Mr twist at the Central Committee Meeting and was accepted. It was again read at the Federation Executive Committee Meeting and was accepted.

A proposition from Aspull objecting to the ballot and declaring it void as non-union men had been allowed to vote was ruled out of order. The president said that as the ballot did not show a two-thirds majority the notice would not be sent.

The Clock face dispute was again discussed at the conference 29th October. Several delegates from the St Helens Branches thought that the Federation officials should attend a meeting of the St Helens and district committee.

It was explained that the Federation could only deal with branches and to central committees.

a question was asked; "If the Federation officials would have no objection to the St Helens central committee or any members of the committee attending the meeting when the official met at the Clock face branch?" The president said that was a question for the cock Face branch to decide as to whether members outside their own btranch could attend the meetings.

Correspondence that had taken place between the Clock Face Brand Secretary. Mr W. Simm and Mr Ashton was read. Mr Simm in his letter dated 7th October asked for a deputation of agents and mentioned J Parkinson, S Walsh and Hy. Twist to attend a meeting of the Clock Face men and that the St Helens and district central committee to be held at the labour Club St Helens.

Mr Ashton replied that the Federation agents could not attend a meeting in St Helens and in his letter he said that Mr Glover had attended a meeting of the clock Face branch. The men did not agree to commence work on trial at the prices offered but they decided that negotiations should gain be opened by the Federation officials.

a letter dated 11th October containing the following resolution was received from Mr Simm; "After considering the matter of proposed negotiations with Employers Association we request that no such steps be take until a representative meeting of Clock face members and central committee with Mr Ashton was as man of the other agents that can attend to take place at the LaboutrClub in St. Helens.

The Federation secretary replied 12th October. The following is a copy of the letter:

"I have received your letter of yesterday. I am sorry that your men should meet in St Helens and pass such a resolution as you letter states you have done.

I may say that neither myself or any member of the federation agents can attend such meetings. Your branch and the officials of the Federation can only take their instructions fro the Federation conference and executive committee. I shall write for in an interview with the employers until you ate prepared to appoint representatives of the branch to attend on the deputation".

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