

BACKWORTH COLLIERY JOURNALS
Volume 2, 30th Dec. 1827 to 27th May 1816

Bud-42-2

<p align="center">[Etching]</p> <p align="center">Buddle Atkinson</p> <p>[Bud-42-2]</p>	<p align="center">[0a]</p> <p align="center">Backworth</p> <p align="center">Colliery</p> <p align="center">From Dec. 31st. 1827 to</p>
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<p>[0b]</p> <p align="center">[Index]</p> <p>Binding 1830 – 38</p> <p>Deputation to London 1831 – 48</p> <p>[Remainder of Index is Blank]</p>	<p align="center">A</p> <p align="center">B</p> <p align="center">C</p> <p align="center">D</p> <p align="center">1828</p> <p align="center">1</p> <p><u>Jany. 7th</u>. The Pits resumed Work after the Holydays. During the Holydays the Overmen, and Deputies, Wastemen &c. were employed in Shifting the Crane, in the Experiment District, into the 3^d. Pillar: and in making the Rolly-way ready in the Experiment North Boards &c.</p> <p>The Pit drew Small Coals for the Engines, two Days, during the holydays.</p> <p><u>Jany. 9th</u>. Viewed the Backworth Pit and found every thing in good order.</p> <p><u>Jany. 23^d</u>. Viewed the Backworth Pit, – every thing in the workings, in a Satisfactory State. Have got a Small feeder of Water, in Junction District but it is of little importance, as the Water may be taken off, by a Coal Drift thro' the Barrier, into Gray's District. In the mean time, it may be led out in Tubs</p> <p>The Colliery Feeders, seem to be abating if any thing, as the Engines are not quite so hard pressed as they were.</p>
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2.

Jany. 28th. At the Colliery – all matter going on well. – the Engines continue to manage the Water with rather more ease.

Feb. 11th. All going on well – the working of the Pillars, in the Endeavour District is succeeding well. The Juds are got off, clean & the Goaves fall freely. The Engines have just about 17 Strokes P. Minute.

Dyke got

Feb. 18th. Found all going on well in the Workings The S^o. W. Board Junction District, has got the Upcast Trouble This must be set thro' for a roly-way, into the En. Head^s. District in the old Pit.

The Coal in the Junction District is very good in quality, and quite dry – are working 10 Score P. day out of it at present.

Feb. 25th. Met M^r. J. Taylor at the Colliery, and discussed various points

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3

of business relative to the ensuing Bing .&c.

Mar: 22^d. bound the following number of people.

1828

4

April 7th. All matters going on well, but a large heap – especially of Coast Coals accumulating from the want of Trade

The Water has abated at the Engines as they have little more than 16 Strokes P. min.

Working of Pillars to

April 14th. Viewed the Working. As the rusty Coals produced from the Pillars in the Endeavour Way, is increasing the quantity of Coast-Coals considerably, it was decided to

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of the Backworth Co. giving up about 8 Acres of Coal, which lie on the rise Side of the supposed 40 fa. Dyke, to the Earsdon Company. And also on their agreeing to a principle of Settlement for the terms on which they will convey the Coals of the Duke, or his Lessees, along their Waggon way This principle to be discussed with the Compy. on M^r. Taylor's return from Londⁿ. in about a Month.

be suspended discontinue the working of the Pillars for the present, – until the Coasting Trade opens out. The Men to be Stowed in Junction and Berwick-Law District, were the Coal is very good

In the Workings every thing is going on well. The Water-course Drift from Junction into Gray's Way, is within about 20 yards of being holed.

Proposition for renewal of Lease [Bud-42-2] April 19th. Rec^d. a proposition from M^r. H. Taylor, to fill up the Lease of the Colly. to 21 years from Lady-day last, on the terms of the existing Lease, on Conditⁿ.

Water-course

April 21st. Met M^r. Th. Taylor at the Colly. and discussed the affairs of the concern. Every thing going well.

April 28th. There seems to be an abatement of the Colliery Feeders

May 5th. Have got the Water-course Drift from the Junction, into Gray's Dist^t. holed.

June 4th. Viewed the Workings, in Junction District, and found every thing going on very well. The Coal is of decidedly better quality here, than in

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6.

the N.W. Workings.

June 18th. Viewed the Workings and found all well.

There is evidently less inflammable Air in the mine, at present, than formerly.

July 7th. Viewed the N.W. Workings Berwick-law district, when I decided to commence, working the Pillars next the Dyke.

All this part of the Pit is in a very good State. It is not necessary to use any Brattice in the Boards. There is nothing to complain of except a bad roof in some places.

Aug^t. 11th. All matters going on well, but the Engine Kept very hard going, on account of the wetness of the Weather.

Aug^t. 25th. Viewed the Workings and found them in good order

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[Bud-42-2]

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7.

there is evidently less inflammable Air in the Workings than there was

Found the Feeders of Water abated and the Engines going more at their ease again.

Have begun the Broken in the Berwick Law District.

Sept^r. 8th. Met M^r. J. Taylor at the Office – Colliery. Discussed the affairs of the Colliery, and particularly as to the obtaining of more Standage for the Engine, which is very desirable.

Sept^r. 16th. At the Colliery, and found every thing going well

Sept^r. 23^d. Ditto.

Gray's district

Sept^r. 29th. Viewed the Workings, The preparations for Setting Gray's District to work through the Junction Drift are in great forwardness.

There are now 16 N.E. Boards

<p>1828</p> <p style="text-align: center;">8.</p> <p>going in the Junction District. Decided to resume the Junction Drift at the Trouble, as soon as convenient</p> <p>The working of the Broken in the far Berwick Law District is going on very well. <u>Oct^r. 6th.</u> At the Colliery – every thing going on well.</p> <p>Proposal for leading Coals</p> <p>The Cramlington Company having decided to lay their Wagg. Way from the Moor Gate to the Shields Road and to leave the Backworth Line M^r. Taylor and I resolved to take proposals from both the Cramlingtⁿ. and Backworth Co. for the leadg. of the Holywell Coals. <u>Oct^r. 13th.</u> The preparations for applying the Engines at Prospect Hill and the Moor Gate, to lead the Coals</p> <p>[Bud-42-2]</p>	<p>1828</p> <p style="text-align: center;">9</p> <p>between these two points are in great forwardness. <u>Oct^r. 17th.</u> Left off leading Coals to day for the purpose of getting the Rolles fixed upon the Wagg. Way, between the Prospect, and Moor-Gate Engines, and to get the ropes &c. adjusted. <u>Oct^r. 20th.</u> Begun to lead the Coals upon the above line with the Engines w^h. will lay off Horses</p> <p>Made a very good Start, a few additional rollers will have to be put in at the turns</p> <p>Viewed the Broken Workings in Far Berwick Law – found every thing in good order</p> <p>The Company agreed to lead the Holywell Coals from the point where the Holywell Wagg. Way Crosses the Cramlington Way to the Shield's</p> <p>Begun to lead Coals with Engines from Prospect Hill, to Moor Gate.</p> <p>leading Holywell Coals</p> <p>[Bud-42-2]</p>
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<p>1828</p> <p>Wagg. Way Engine</p> <p style="text-align: center;">10.</p> <p>Road for 7½ P. Ch. The Company will build an Engine at the Bell, near the Backworth Lane, to lead the Coals from the Backth. Pit, the Hot-spur and the Holywell Coals, and also to draw the empty Waggons back from the SummerProspect Hill Engine.</p> <p>The Cramlington Co. offered to lead the Holywell Coals the same distance for 8^d. P. Ch.</p> <p>Leading of Seg-hill</p> <p><u>Memorandum</u> The Cramlington Co. leading the Seghill Coals 7 Miles</p>	<p>1828</p> <p style="text-align: center;">11.</p> <p><u>Oct^r. 29th.</u> At the Colliery with Sir H. Browne <u>Nov. 3^d.</u> Met M^r. Taylor at the Colly Office, and discussed the affairs of the Concern. <u>Nov. 12th.</u> Viewed the Backworth Pit. The Stone Drift to go out of the junction District, through the Dyke into the Eng^e. Head^s. in the old Pit, is 7 yards in this morning, and is not yet clear of the Fissure of the Dyke. It is let to Geo. Williamson, and 3 Part^s. at 34/ 11</p> <p>Stone Drift through Dyke between the Pits.</p>
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Coals

finding Waggon -way, Ropes, and machinery at 3/ 6 P. Ch. for 22,000 Ch. Yearly. And for 3/- if the ann^l. Vend exceeds 22,000 Ch.

The Seghill Co. fill the Coals, find Waggon, and pay the Way-leaves.

P. yard, and they have to serve the Masons in arching the Drift.

The Drift is to be 8 F^t. wide, and 7½ F^t. high, where the Walling is to be, and 6 F^t. wide, and 6½ F^t. high, in the post. The Brick Arch to be 6 F^t. wide, and 6½ F^t. high. The small Feeder of water which came off in the N. Berwick Law Goaves some time ago, has become troublesome

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12.

Leadg. water on account of the flatness of the Seam N. Berwick Law. It employs a Boy constantly to lead it out of the Juds. Commenced the working of the Broken in this district, on the 5th. June last.

Wagg. way Have got the Foundation of the Wagg. En. at Bell way Engine at the Bell, laid.

Dec^r. 12th. Viewed the Backworth Pit. The Dyke at the far Side of the Second Berwick Law District, has taken a sudden turn to the N.E. it's former direction being nearly North, and it has now turned to N 80 E. Should it continue in this line of direction, it will cut off this District rapidly. In all other respects matters are going on very well. All the Boards in this District are very dry, and are working excellent Coals. The broken is also working as well as possible.

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Dec 10th.

13.

The Junction Stone Drift, is now about 25 yards in, but has not yet got the Dyke, or any sort of regular Stone.

Found the Ventilation in all parts of the Pit, very good.

The Feeders of Water have diminished a little, as the Engines, are not now so hard driven as they were a while ago.

Are getting very well forward with the building of the Wagg. Way Engine House, at "the Bell". Hawthorne is also getting forward with the Machinery.

Are working about 50 ×. a day – Eleven Days in the Fortnight Dec 30th. Notwithstanding the late wet Weather, the Feeders of Water have if anything abated. This is s favou- rable omen.

[Pages 14 and 15 are Blank]

<p>1829</p> <p>Junction Stone Df^t.</p> <p>Metal Coal Seam</p> <p>Bored up to Seam</p> <p>Dyke in Far Berwick Law.</p> <p>[Bud-42-2]</p>	<p>1829</p> <p>16.</p> <p>Feb. 10th. Viewed Backworth Pit. The junction drift is now better than 70 yards through in from to commencement, being about 40 yards through the Fissure of the main up-cast Trouble</p> <p>The Drift cut the Metal Coal Seam at 10 yards, through / on the S^o.W. Side of the Trouble. Have bored upwards out of the Stone Drift at 37 yards beyond the Trouble, and got the main Coal, at 6 fath^s. 5 feet above the Sole of the Drift</p> <p>This shews that the Drift is carried forward on a level line, it will cut the Seam, about the low Side of the Barrier, in the Queen's Way, and will therefore command a great extent of the old Pit Coal, to the S^o. W.</p> <p>The Dyke in the Far Berwick-law district, is still <u>coming in</u>, in an Easterly direction, and has cut off two Bords It will cut off a Board every Pillar</p>
	<p>1829</p> <p>17.</p> <p>if it keeps it's present line of direction</p> <p>A large Feeder of Water has broken down, in this District with the Fall of the last Goaves.</p> <p>Levels have been brought up to carry it off, but 2 or 3 Walls will probably be lost, in the Swelly by it.</p> <p>Feb. 16th. The Engines are hard put to it at present to draw the Water. This owing partly to the feeder of Water bro^t. down in the far Berwick-law Goaves as above stated; but chiefly from the influx of day Water, occasioned by the late Wet Weather.</p> <p>The Walls of the Engine House for leading the Holywell Coals, are now within 3 F^t. of their Full height – 32 F^t.</p> <p>Feb. 23 Viewed the Backworth Pit found the Workings in a very good state, but the feeder of Water from the N.W. Goaves, in Far Berwick Law has not abated. The Engines are</p>

<p>1829</p> <p>The Eng^s. hard pressed</p> <p>in consequence going 18 Strokes a min. drawing 900 Gall^s. They have been going at this rate since the 20th. Ins^t. without having been able to strike the Water down, and it is above the Clack Doors of the low Sets this morning.</p> <p>This may however be attributed to the Earsdon Crank having been at work all Saturday & Sunday, as it draws ab^t. equal to 2 Stokes P. min, for the Engines.</p> <p>At any rate it is a Serious</p>	<p>1829</p> <p>18.</p> <p>19</p> <p>last Week the Engines Struck the Water down; but it has gained upon them for 3 or 4 Days past, which may be partly owing to the Earsdon Crank Feeders. It is however very clear that the Colly. Feeders have not abated. All well in the Workings</p> <p>March 23^d. Viewed the Backworth Pit and found every thing going on very well the Feeders of Water in the N.W. Goaves Berwick Law, has taken off considerably: and the Engines have</p>
	<p>1829</p> <p>Feeder of Water abating</p>

Situation to be placed in, and unless the Feeders abate, it is clear that we must increase out Engine Power by some means or other that may be deemed most expedient.

Feb. 27th. The Water was beaten down below the Clack Doors

Mar. 9: During the Course of the

now only 16 Strokes P. min. which has enabled them to lay off a Boiler That is to say 4 Boilers now works the new Engine, instead of 5.

The Junction Stone Drift is 100 Yards in this morning

Have got some Ships on, and the workings are put up to 50 \times . a Day. The working of the Pillars in N. Berwick Law, going on very well.

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Mar. 31st. At the Colliery – the Feeders of Water Seem to be abating
The Cramlington people quitted the Backworth Waggon Way, at the Moor-Gate, on the 28th. Ins^t.

Cramlington People quit the W. Way

The Holywell people quitted the Cramlington Way at the same time and will lead their Coals by Horses to the bottom of the Plane, by the old way, until the Engine at the Bell is ready. This Engine must be got ready with all convenient Speed.

Feeders have abated

April 6th. Viewed the Backworth and found every thing going on well in the Workings, and the Feeders of Water have abated nearly about to their former Standard – say 15 to 16 Strokes P. minute,

Stone Drift

The Second Bargain of the Junction Stone Drift will be finished on the

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8th. Ins^t. It is let again to Th. & P^{rs}. at 31/ 6 P. yard

Engine Power

Mem. Powers of Engines H.P^f.
Old Pumping En.B. & Wat 120
New ditto High Pressure d^o.
Machine Engine Flatworth Pit 22
Old ditto Backth. – – – – 26

Four Waggon Engines, each 27
Monday 20th. April The Dyke in N. Berwick Law District, is coming more in, before the Workings, than it did at First. It has cut off two Bords, and is now into the third from the far side.

The Junction Stone Drift is now 120 yards in, and is clear of the hard Stone.

The Engines are managing the Water with all the Cocks open, at 16 Strokes a Minute

The Waggon Way Engine, at the Bell will be finished in a Fortnight but

<p>1829 22</p> <p>the Waggon Way wont be finished for a Month.</p> <p>Absent on a Journey to London to give evidence, before the Comm^{ee}. of the House of Lords, appointed to enquire into the State of the Coal-trade from the 2^d. until the 30th. of May.</p> <p><u>June 3^d</u>. At the Colliery.</p> <p>Got the Coal in the Junction Drift Have got the Coal in the Junction Stone Drift, at 141 yards from it's commencement.</p> <p>Have holed the Hall, Cross-cut between the Engine Way & Gray's Way – it is 162 yards in Length.</p> <p>Have every thing in great forwardness for applying the Bell Engine to the leading of the Coals from the Back-worth Pit to the Bell, at the foot of the Prospect-hill, Incline – all will be ready in about a Fortnight</p> <p>The Engines continue to have just</p> <p>[Bud-42-2]</p>	<p>1829 23</p> <p>about the same quantity of Water The Cocks in the Shafts are no wall running.</p> <p>The Bell Engine Started to lead the Holywell Coals, on the 14th. May <u>June 8th</u>. Viewed the Workings. The Junction Drift is now 8 yards into the bottom Coal of the Seam beyond the Dyke. It will enter the queen's Way, below the Engine Head^s. about the 8th. Board</p> <p>In the N. Berwick Law Way, the Dyke has either gone out or changed it's line of direction, as the innermost Board has not got it yet, although beyond it's former line of direction.</p> <p>This Board as well as those on the out-by Side of it have taken to dip, and it is possible that this Dyke may have turned into a Bank Side. Fortunately they are quite</p>
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<p>1829 24.</p> <p>dry. The innermost Goaf in this Way, has fallen very high, and has been Foul for some days, above the fall. The adjoining places are therefore wrought with Davy's. Every thing else is going on well.</p> <p>Are loading a 13 Keel Ship to day.</p> <p>Holed the Junction Drift <u>June 17th</u>. Holed the Junction Drift into the Queen's Way.</p> <p><u>June 18th</u>. Went to the Colliery with</p>	<p>1829 25.</p> <p><u>June 22^d</u>. At the Colliery – all things going on very well, except the Vend</p> <p>No Coals can be vended except by freighting.</p> <p><u>June 30th</u>. Viewed the Workings, examined the Junction Stone Drift, which is now being walled and Arched with Brick, where the Stone is bad near the Trouble.</p> <p>Arching of Junction Drift. [Arch</p> <p>The Side Walls and Arch are 10 In.</p>
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M^r. Lamb, and met Mess^{rs}. Maude & H. Hewitson there.

Dinner Party

We dined at Prospect Hill, and had the Percy-main Band to play to us. The following Parties dined viz.

M ^r . Lamb	M ^r . R. Atkinson
M ^r . Maude	- Sam ^l . Cooper
M ^r . W. Maude	- Oliver
M ^r . Hetherington	- Robinson
M ^r . Th. Taylor	- Jn ^o . Hunter
M ^r . Hewitson	- Hawthorne
	Myself

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Diagram]

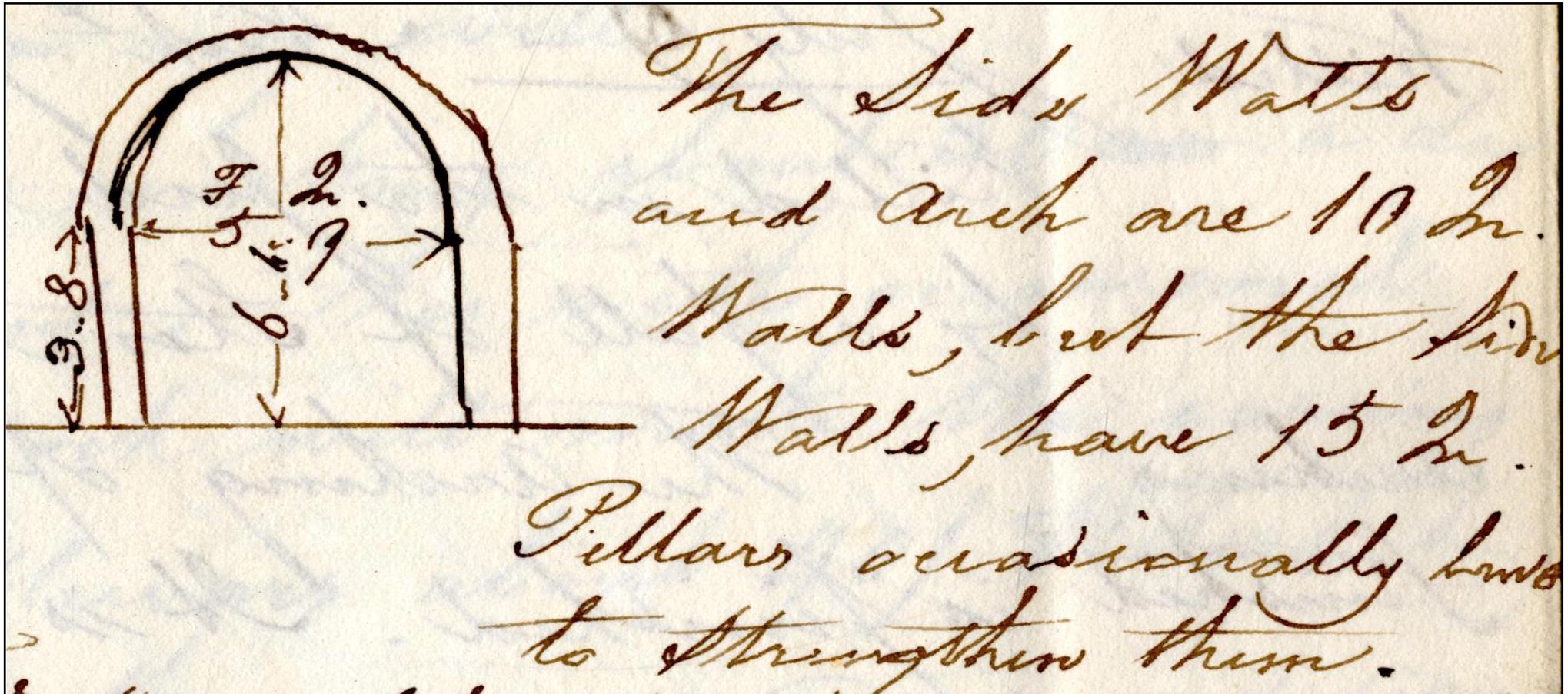
Walls, but the Side Walls, have 15 In. Pillars occasionally built to Strengthen them.

The work is let to Roger Turner at 4/- P. yard.

The Pit is idle to day for want of Trade.

The Engines have less Water at present than they have had for a long time past.

[Arch Diagram]



<p>1829 26.</p> <p>Burnt <u>July 8th</u>. Geo. Oliver, Jn^o. Wilkinson, and Tho^s. Stoddart, and ,Boys burnt smartly in the 17th. Board in the Engine Headways. They had strolled into the Waste, through idle curiosity, and got into this Board which happened to be Foul in the Face. No harm was done to the Pit.</p> <p>Killed <u>July 9th</u>. Nich^s. Gregory, Hewer, Killed in the Jud where he was workg. by a fall of Stone</p> <p>Arching Finished The Arching of the Junction Drift is finished. It is 40 yards long in the Arch.</p> <p>Foulness in Junction Drift <u>July 15th</u>. At the Colliery – all things going well. <u>July 29th</u>. At the Colliery. So much Foulness is made in the Junction Stone Drift, that the Scale of the Doors won't</p> <p>[Bud-42-2]</p>	<p>1829 27</p> <p>The Engines have the better of the Water Bore-hole to be unplugged.</p> <p>Keep her clean. Decided therefore to put the old Pits' Air from the Engine District, through her.</p> <p>The Engines have now so much the better of the Water, that I resolved to unplug the 90 Fath. bore-hole in the Standage, today. It is very desirable to make this experiment</p> <p>Every thing in the Works going on very well.</p> <p>Are working about 50 xx. a day at present. This with occasional Shift Work will make the earning of the Hewers about 40/- P. Fortn^t.</p> <p><u>Aug^t. 4th</u>. Viewed the Backworth Pit and found all matters going on very well in the Workings. the Bore-hole in the Engine Standage has been open since the 29th. Ult. and the Engine shave not felt any difference. It is therefore, clear that the quantity of Water</p>
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<p>1829 28.</p> <p>The Feeders of Water diminish has diminished greatly. The Workings continue just as usual, say about 50 xx. a day for the days the Pit is at Work</p> <p>Gray's Way to be laid off <u>Aug^t. 12th</u>. At the Colliery – all matters going on very well. The Water at the main Engines still continues to diminish. All the Cocks in the Tubs, and the Bore-hole, in the Standage, are open</p> <p>Nothing particular Undergro^d. <u>Aug^t. 25th</u>. Viewed the Backworth Pit. in Gray's Way, now called the "Galloway Way" there is such a</p>	<p>1829 29</p> <p>Change of Air more Brick Arching at the inby and, to secure it effectually.</p> <p>Regulation Every thing going on well in the Workings – are at Full work at present.</p> <p>Decided to make a change in the Air, so as to throw the last of it through the Juds, and Goaves in the far Berwick-law District</p> <p>The main Engines continue to have just about the same quantity of Water – say 15 Strokes a min.</p> <p><u>Sep: 1st</u>. A general Regulation of</p>
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quantity of danty Coal, that only a very small proportion of Ship Coals can be obtained from it. I therefore decided to cease working in this District.

Examined the Junction Stone Drifts which will require a little

of the Trade.

the Coal-trade took place this mg. for a year, and the price of Coals was advanced to within 2/- of the former Standard. Northumberland to be 27/- Sep: 7th. At the Colliery, and found

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every thing going on well; but the Pit is off work to day, no Ships being under the Spout

The change of the Air in Far "Berwick Law", has answered very well.

Sep: 28th. Viewed the Backworth Pit in the N. Berwick Law District; where the working of both the whole, and broken, is going very well.

The Air from the whole returns thro' the broken, by the Edge of the Goaves without passing through, or cleaning them, nor can it be forced through them. It is therefore prudent to employ Davy Lamps in the Juds next the Goaves, to guard against accidents by any Sudden discharge of Foulness from the Goaves.

Have 15 Horses, and 3 Ponies down

Davy Lamps to be used

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the Pit. 8 are employed in the N. Berwick Law District, and 6 in Junction.

The Engines have just about the same quantity of Water – between 14 and 15 Strokes P. min.

Nothing out of the ordinary course of things in the Workings.

October 12th. Viewed the Backworth Pit where every thing is going on very well Are preparing the Junction Drift for the Rolly-way by levelling, and straightening it. The Feeders of Water continue just about the same.

Fossil Tree

Observed a Fossil Tree, in the Post roof of one of the Boards, in Junction district. It lay on the top of the Seam, with a bed of dark blue Metal of 4 In. thick between it & the Coal. It appeared to be about 20 In. diam. but it's length could not

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be ascertained, as it's two ends were lost in the Post, but the bole, was visible for 24 F^t. in length.

Fossil Tree The Bark was Coal, of brilliant lustre

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the Coals.

Nov. 6th. Hole out of the 2^d. Berwick Law, District, into the far one, to let off the Water which had accu-

which on pressure broke into minute parallelograms. The Tree appeared something like a Plain, the Bole Strong mic[aus] Sandstone.

[Diagram of Fossil Tree Location]

A The dark Blue Metal Stone in which the Tree is embedded

The Roots of other Trees are visible in the neighbourhood of the above.

Some of them in a vertical position and others lying a various Angles But with the exception of the above I have not seen any lying upon the Seam of Coal. The Roots are invariably lost, in, or obliterated by

mulated there. It ran off rapidly & over-laid the Engines for a while, — it rose above the Clack Doors at one time

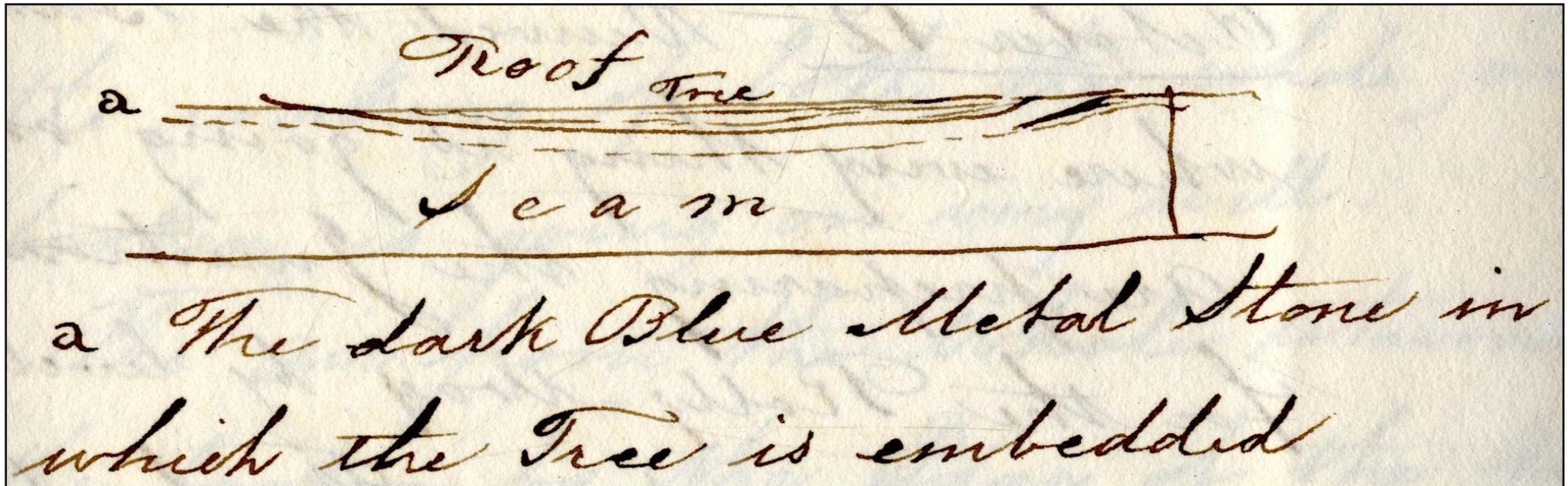
Nov. 13th. The Water ran quite off out of the far Berwick-law District and the Engines got the Water down again, in the Standage.

Nov. 1[5]th. Viewed the 2^d. Berwick — Law District. — the holing made out of this District, into the Far one will answer for a Water-course from it for the present.

Every thing going well in the general Workings, and the Engines are mastering the Water completely at present. Are working 53 xx. a day.

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[Diagram of Fossil Tree Location]



<p>1829 34</p> <p><u>Dec^r. 8th</u>. Viewed the Workings in the far Berwick Law District. The Bra[nch] Dyke, which threatened, to run across N.E. Boards, in this District has gone quite out; and the Coal in this quarter, is remarkably good. The Seam is in great perfection, being 6½ F^t. thick of clean Coal, with an excellent blue Metal Roof, and the Seam lying nearly level. The Coal is hard, and works round. All the workings are in a Capital State.</p> <p>Have got an increase of Water at the Engines, since the Weather has become so wet. But the Feeder from the Goaves in N. Berwick Law has abated greatly.</p> <p>Timber w^k. about Eng. in a bad State [Bud-42-2]</p> <p>The timber work about the Crabs &c. of the old Pumping Engine, and the framing, Lofting &c. of the old Pit Machine, is</p>	<p>1829 35</p> <p>in a State of great decay. the Carpenters have a Strong job in hand, in repairing it.</p> <p><u>Dec. 22^d</u>. At the Colliery – all going on well.</p> <p>23^d. <u>Dec. 23^d</u>. Laid off the Pits for the Holidays.</p>
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<p style="text-align: center;">[36]</p> <p style="text-align: center;">[Blank Page]</p>	<p>1830 37.</p> <p><u>Jany. 4th</u>. At the Colliery, where all work is lying except the Pumping Engines.</p> <p>The Pits Started Work again Absent on Journey to London from 19th. Feb:</p> <p><u>Feb. 15th</u>. At the Colliery, and found every thing going on well – nothing particular had occurred during my absence.</p> <p><u>Feb. 24th</u>. Viewed the Workings of the Backworth Pit, and found them in a Satisfactory State.</p>
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[Bud-42-2]

No alteration in the Colliery feeders has been observed, at the Engines, during the late severe Frost and subsequent thaw.

March Nothing of importance occurred this month, either above, or below Ground. Decided to resume

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the Junction Rolly-way Drift, into the Queen's Way.

April 7th. Viewed the Far Berwick Law District, and found every thing both in the whole, and Pillar Work^s. going on Satisfactorily

Have resumed the Junction rolly-way Drift, which is to be carried through the Queen's Way, into the Canning's Head^s.

Are Working about 51 \times . a day at present. The resting Coals are very much reduced at the heap.

The Water very easy at the main Engines.

Bound 103 Hewers on the 20th. Ulto.

April 21st. At the Colliery and found every thing going on very well. M^r. Taylor made the following reductions of price at the late Binding on the 20th.

Ulto. viz. Hewing reduced from

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6/ 6 to 6/ 3 P. \times . Putting reduced 1^d. P. \times . now Put 100 yards for 1/ 2 and 1^d. P. \times . advance for every 20 yd^s. Further.

Deputies reduced from 22/- to 21/- P. Week. Overmen from 28/- to 26/- – the Back Overmen from 24/- to 23/- Wastemen from 20/- to 19/- the head Men. Rollyway Men ditto Bankmen from 3½^d. to 3^d. To have 3½^d. if they require a 4th. Man. Onsetters reduced from 1¼^d. to 15/- P. \times . Horsekeepers from 16/- to 15/- P. Week

I was absent in London from the latter end of April 'till the beginning of June. During this time nothing material occurred out of the ordinary course of things at the Colliery.

June 16th. At the Colliery. The Rolly-way through the Junction

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Drift is now finished, and the new Headwayses in the Queen's Way were begun, on the 14th. Ins^t.

The Air was changed in this

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June 16th.

queen's Headwayses. The Coal looks wet in this quarter, but the Seam rises briskly and there is a good deal of inflammable Air in the places. The rapid rise of

District on the 11th. Ins^t., so as to give the new Headwayses the First of it.

A Small Feeder of Water has broken down in the Goaves in the Far Berwick Law District but the old Feeders appear to have abated in the Same proportion

A Small increase of Water has taken place at the Engines in consequence of the late very wet Weather.

June 30th. Viewed the operations through the Junction Drift, in the Queen's way.

Have begun to prepare this way for regular Coal work by resuming the

the Seam makes the putting heavy.

The Feeders of Water have abated a little – still the Engines have better than 15 Strokes a minute. The Pit is working about 50 ~~xx~~. a day, but only works as many days in the Fortnight as are required to supply the Trade.

Waggon-way from Engine Pit, to Whitehill Point

	yards ascent Fall
From Pit to Bell Engine	– 525 – 13feet –
– Bell En. Prospect Hill	1200 – 50 d ^o . –
– Prospect to Moor-edge	2280 – – – 34ft.
– Moor-edge En. to the	} 1972 – – – 88
Shields Road	
– Sh ^s . Road to the Point	2330 – – – 72
Down to high-water Mark	– – – – <u>28</u>
	8307 63 – 222

Miles yards	<u>63</u>
Distance 4 ..1267 Top of En. Pit above	} <u>159</u>
Tyne Level – –	
	26½ Fa.

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The depth of the Engine Pit from the Surface to the Thill of the main Coal, is – – – –	} 84½	Fath ^s .
The top of the Pit, above the Tyne Level, high water Mar	} 26½	
Thill of the Main Coal, below the Tyne Level	} – – – –	<u>58</u> Fath ^s .

June 30th. At the Colliery – all well

July 28th. Viewed the new Workings in the Queen's Way, and found the min good order. The Coal is Superior in quality here, but tender

Aug^t. 11th. Viewed the Workings and found them in a Satisfactory

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Water continue Steadily at about 15 Strokes a minute.

Old Pit Brattice Set on Fire

Sep: 2^d. The quarter Brattice, in the old Pit Shaft took Fire from the heat of the Furnace at about 12 o' Clock P.M. The Furnace Man being a Stranger could not find the Rope of the Knocker, to give the alarm; but with great difficulty found his way through to the Backworth Pit, and gave the alarm. The Possé was raised, and the Extinguishing set to work to throw Water from the Engine Pond down the Pit,

State.

Aug^t. 25th. At the Colliery this Morning, – all well. Are cleaning the Engine Sump – the Feeders of

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which soon extinguished the Fire

About 20 F^t. of the quarter Brattice was burnt out, but very little injury was done to the main Brattice.

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Sept^f.

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Aug^t. 8th. Viewed the Backworth Pit, in the Queen's, and Cannings Ways – found every thing going on as well as possible. Nothing new in the other Districts

Have drawn 516 ~~xx~~. this Fort^t. in ten days.

Wrought 465 ~~xx~~. last Fort^t. Overman's Bill 11/ 10 – Shift ditto 5³/₄ P. ~~xx~~.

Sept^f. 22^d. At the Colliery. Nothing new. Have wrought 572 ~~xx~~. in Eleven Days, this Fortnight.

Are vending the Coals freely October, and November nothing of any material importance occurred during those two Months.

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December 1st. Viewed the Junction Way The rolly way Cross-cut is now advanced into the Barrier between the Crispen and Delta districts

The Queen's headways is going, and 12 N.E. Boards are going out of them

It is for consideration whether we should commence the Broken in the Barrier, between the Delta and Crispen Districts

The low Coal still continues in the Far Berwick Law District – there are now 7 Boards in it. The Broken is following the whole Workings, close up, in this district

In the general Workings every thing is going on very well.

The Engines continue to have just about the same quantity of Water as before – that is to say between 14 & 15 Strokes P. Minute.

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Jany. 1st. Fixed to Send Rob^t. Atkinson to view the Workings once a Week.

February. I was in London all this Month with M^r. R.W. Brandling on a Deputation to Government, to obtain a repeal of the Coast Duty on Coals, and abatement on the export duty.

March 1st. The Coast Duty of 6/- P. London Ch. and the Richmond Shilling were this day abolished

The Oversea duty on Round Coals was reduced from 17/- P. N.Castle Ch. to 10/- but it is not yet known what the Duty is to be fixed at for Small Coals.

March 8th. Viewed the N.W. work^s. of the Backworth Pit. The low

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Coal Still continues to cross the workings in the Far Berwick Law District. As the Boards come up to it in Succession they must be Stopped, as there is no occasion to pursue the working of the Coal, at present.