

NEIMME-East-10a

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to drive 30 yds [yards] of Drift north thro' [through] the Walls and make Barroway room for 1.10 (S.d) [Shillings.pence] pp [per] yard they to put the Coals and find Candles.

Longbenton. Tuesday Novemr. [November] 26th 1765

Longbenton Colliery Acco't [account]

From Xmas 1764 to Xmas 1765

Lord Carlisle's Acco't [account]

	Tens	Xx [scores]	co
To coals led from Longbenton to the Staith	1213	7	19
To coals led from Newbenton to the Staith	340	2	01
To Fire coals delivd. to Sundries from Longbenton	27	5	18
To Fire coals delivd. to Char. Brandling Esq. from ditto	4	2	18
To ditto delivd. From Newbenton to Sundries	3	4	18
	1589	5	14

at 15 [d] pp [per] Ten

£1192.4.[?6?]

Wayleave Rent

To m/o years Wayleave Rent due Xmas 1765

100

Watercourse Rent

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24a

down for appearantly [apparently] she is in a Dyke, the Water is got at a seam of coal at 3 In[inches] thick; has [?been?] at the boiler on Acc't [account] of the frosty weather will be a ab't [about] 10 days to finish her; the Crab way is done but [?] greatly stop't [stopped] [Stopping: A brick or breeze block or plaster wall which seals off old roadways and redirects the ventilation air flow] with the Wrights & is now ready for the Cylender [cylinder].

Sunday November 24th 1765

[?] Throckley making a sketch of [?Headley?] Lining and a sketch of [?Hiphill?] Lining for Mr Davison.

Benwell Monday Novemr. [November] 25th 1765

The Regulating Beam is fixing on the Arch Heads and will be ready in two or three days' time, the Maysons [masons] are building the Cube for Air to the Engine Pit, 6 feet Diam'r [diameter] inside; and the Drift 2 feet Square, the Chester Pit is sunk 7 ½ [seven and a half] fathoms and is in a [?Crumbly?] Soft blue stone, the timber [?perished?] badly and badly stay'd, Agreed with John Elliott [?].

	Tens	Xx [scores]	co
To coals wrought in the Garths and drawn to Bank at the Bason Pit	73	2	12
To coals wrought in the Colledge and drawn to Bank at the Lark Pit	7	6	11
To coals wrought in the Colledge and drawn at the Colledge Rose Pit	329	3	9
To coals wrought in the Garths and drawn at the Colledge Rose Pit	39	8	10
	450	3	2

at 2/6 9s/d] pp [per] Ten

[£] 56.5.10

Drawn to Bank Rent

	Tens	Xx [scores]	co
For Foreign Coals wrought in the Garths and drawn at the Bason Pit	73	2	12
For Foreign Coals wrought in the Colledge and drawn to Bank at the Lark Pit	7	6	11
	81		3

at 2/6 [s/d] pp [per] Ten

[£] 10.2.6

[total] £1358.1/[?]

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	Tens	Xx [scores]	co
Colledge Acco for	351	7	0

To one years [?Costain?] Rent

£

	Tens	Xx [scores]	co
Foreign Coals drawn at the Colledge Rose Pit	246	1	3

at 2/6 [s/d] pp [per] Ten

[£] 30.15.3

£

	Tens	Xx [scores]	co
The [?Rev?] Mr [?Darch?] for	18	5	2

at 15 [s] -shillings] pp [per] Ten

[£] 13.8.6

	Tens	Xx [scores]	co
Mr Scot for	5	6	14

at 15 pp [s] -shillings] [per] Ten

[£] 4.6.2

	Tens	Xx [scores]	co
Sir Robt. Bewick, Messrs Lake Wilson	74	2	6

at 15 [s] -shillings] pp [per] Ten [£] 55.13.10

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Fatfield Wednesday Novemr. [November] 27th 1765

Took the Supposed range of the main Dyke from Portabella thro' [through] the Grounds of Farradon Outside Estates wh.[where] run is S81°E.

Washington Wednesday same day

At the Engine has set the two Boilers, showed the Wrights how to fix the pipes for the Injection and Communications pipes from the two Cisternd, ord'd [ordered] ab't [about] 3 yds [yards] to be cut off the steam pipe to raise the Receiver to the level of the hole for the steam pipe to the Boiler, there is much extravagancy of iron on the Crab w'ch [which] must be taken off. same day at Wylam.

Wylam

An Acco't [account] of Coal led from Mr Blacketts Colliery at Wylam over part of the Rt. Hon. The Earl of Carlisle's land at Heddon On The Wall from May 1st 1764 to and [?] Novem 13th 1764.

1764	Waggons
May 22 nd	1354
June 19	1641
July 24	2149
Aug'st. 28	1780
Sep'r 11	927
Octo'r 9	1560
Nov'r 6	1498
13	363
11272 Waggons at 22 Waggons to a ten	

Tens no.

= 512.8 at 3 [s] [shillings] pp [per] ten £ 76.17.1

From Novemr [November] 13th to and [?] Apr 30th 1765

	Waggons
Dec'r 31st	2490
1765	
Jan 15	379
Feb'y 12	1369
Mar 12	1633
April 9	1555
30	1268
8694 Waggons at 22 Waggons to a ten	

Tens no.

= 395.4 at 3 [s] [shillings] pp [per] ten

£ 59.05.6½

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Bebside Thursday Novemr [November] 28th 1765

The engine pit or water pit as I said before is abt [about] 24 14 fathoms deep to the Shill of the Coal. Went down the coal pit abt [about] 30 yds [yards] to the north on full rise of the s'd [said] Water Pit. There appears to be some trouble very near to the East for the coal is burnt [?&?] looks very like a Cynd, [?cylinder?] has wrought at 7 yds [yards] into the bad coal in one of the places and dam'd [damned] it up to prevent or stop a feeder of water got there, examin'd [examined] the workings in the Rise Pit and find no great prospect can be had there, for there appears nothing so elligable [eligible] as to Sink a Water Pit to the dip of the s'd [said] Works about 50 yds [yards] and make her a Water Pit and the Pit that is now the Water Pit to make a Coal Pit, this scheme may probably last till the Colliery be won more to the Dip by a fire engine as is intended for that purpose.

Benwell Friday Novemr [November] 29th 1765

At the Engine is lifting the Shear Leggs has got the Cube and Air Course to the Engine Pit, the carpenter work I find will stop the whole, for the Boiler will certainly be done in 8 days time, is laid off sinking the Chester Pit at 8 fathoms down, went from the Aston Pit and finds Elliot has got the Drift northward from the Pit about 12 yards; there is pillars of 3 yards thick, came to Benwell to make Harraton Outside Plan'g [planning] [?View?] of the Colliery.

Saturday (the pay day) went to Newcastle with an Acco [account] of the Coals Led from Wylam Longbenton and Newbiggin as follows

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Newbiggin Novemr [November] 29th 1765

An acco.t [account] of Coals led from Mr Beaum.t [Beaumont] Colliery from Decem [December] 19th 1765 to and [?with?] Novem [November] 27th 1765.

For Ld [Lord] Carlisle

1765	Waggon
Jan 2nd	387
9	187
16	147
23	262
30	321
Feb 6	252
	1496
13	394
20	312
27	412
Mar 6	306

13	205
20	282
	1911
27	424
April 3	381
10	306
17	195
24	193
	1499
May 1	174
8	137
15	245
22	381
29	229
June 5	318
	1484
12	279
19	418
26	243
July 3	313
10	254
	1507
17	327
24	334
31	342
Aug 7	270
14	376
21	316
	1965
Oct 9	191
16	295
23	305
30	252
	1043
Novem 6	412
13	375
20	182
27	420
	1689
	12594

Tens No.

12594 Waggon at 19 [?Bolls?] to a Waggon and 22 Waggon to a Ton = 572.10 at [value missing] [s]
[shillings] pp [per] Ten £_____ [value missing]

Sunday at Throckley making a Plan'g [planning] of Harraton Outside and Fatfield.

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Benwell Monday Decemr [December] 2nd 1765

Deliv [delivered] to Throckley	Deals
To 8 & 9 [?ffoot?] – 1½ Inch Deals	200
To Benwell	
To 10 [?10ffoot?] [1"] Deals	60
To 8 & 9 [?ffoot?] Do [ditto]	645
	705
To 10 & 11 [?ffoot?] – 1½ Inch Deals	106
To 8 & 9 [?ffoot?] – 1½ Inch Deals	217
	323
To 8 & 9 [?ffoot?] – Two Inch Deals	52
To 10 [?ffoot?] – Two Inch Deals	4
	56
Totl. [total]	1284

Attending there all day got the Shear Legs up.

Benwl [Benwell] Tuesday Decemr [December] 3nd 1765

Elliot has got the Headways 20 yards in and gone thro' [through] two good West Walls and one very good East'd [eastward] is laying a way to get the regulat [regulating] Beam [?tagled?] up, at night the Sinkers begun to Sink the Aston Pit but prevented by Water, the Regulating Gudgeon is oblig'd to send to the Foundary to get a new one cast w'ch [which] will be a Stop of getting the regulat [regulating] beam up.

Walker Wednesday Decemr [December] 4th 1765

In the Ann Pit at 200 yards West from the Shaft, is setting down the Dyke and cutting out a Barroway, the Coal appears very good and a small rise which appears on the face. I have [?lowd?] [lowered] the lift of the water as much as may be necessary.

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till a further working is made Southward and hold [holed] into the West Pit workings, when that Coal is [?won?] may let the water rise and lay off the Int'd [intended] Pump to be fixed in the Ann Pit H.gate ; is cutting off fast the Bords to the West Dyke at 17 10 Bords North of the Ann Pit Shaft but in order to supply these [?Clacanley's?] has ord'd [ordered]. winnings to be made to the N.East above the 6 feet Dyke but must of necessity work five or six Bords to the West Dyke and the [?remr?] [remainder] must go to the New Pit but is so much amongst Dykes and trouble will be very tedious and expensive working to loose coal for the New Pit must be run at a Heading North in the Dip side of the s'd [said] West Dyke will it be so far North as Bordwayer Course from about 160 yds [yards] to the Dip of the s'd [said] Beid Pit must also have the H.gate set over from the New Pit, these two Headwayer's must be drove as fast as possible. In the West Pit has two West Bords going over the s'd [said] West Dyke and means to turn off two Headways's [sic] to North and two Headways's [sic]

to the South to try the Dykes each way; the NE Waterlevel is norm ab't [normally about] 140 yds [yards] over the NE Dyke and appears to run its orig'l [original] Course; is driving below the Engine Level on the rise side of the s'd [said] Dyke in order to win out places there, I am apprehensive will get four or five Bords to the Dip; the Pitmen in gen'l [general] is very much attempting to be masters. Must take a Course with them or else the Colliery will soon be in a very bad state, I ord'd [ordered] a Bord to be drove 30 yds [yards]

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and the Wall hole there for the convenience of fixing trap doors, really they begun to hole them at 20 yards their reason for so doing tho' [though] they were far enough.

Benwell Thursday Decemr [December] 5th 1765

Is tagleing up the Regulating Beam from the Baugh and got it to the Engine Pit is stop'd [stopped] for want of the Regulating Gudgeon I think there's very small prospect of getting many Coals in the main Coal Seam. J Williams in the Aston Pit, on Friday morning begun the Battery Pit at 250 yds [yards] West from the Chester Pit and ab't (about) 240 yds [yards] East from the East Denton Bound'ry [boundary]

Tinmouthshire Moor Friday Decemr [December] 6th 1765

In the Good Intent Pit at Preston has got the North Headways drove 12 yds [yards] and dips Southw'd [southward] in the Old Drift, two West Bords is twin'd [twinned?] off and two East Bords, the Eastw'd [eastward] will soon get the Bound'ry [boundary]; ord'd [ordered] the M.gate East may go with three men in her 23yds [yards] to the Bound'ry [boundary] and then take up levels and drive North nr'by [nearby] the Bound'ry [boundary] at the Lowest Level; must also put down a Sump about 2 yards; may also open up the Drift from the Luckey Pit to 3½ or 4 yds [yards] wide, there's resting at the two Pits of Coals I dare say no leser [less] than 500 [Sothers?]. Went down the Dolly Pit at the Moor, the East Headways is 25 yds [yards] in and Wet is opening the Drift [gud?] Westw'd [westward] there will get 5 Bords on each side; ord'd [ordered] the East'ds [eastward] may stand and

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westw'd [westward] to go till the Coal be won out and wrought to the Rise of the Colliery; the [Temr?] of the men ord'd [ordered] to go to the Betty Pit to work the Pillars. I find very little regard paid to working the last Pillars but that half of the Coal is left w'ch [which] could have been got. The Stone Drift from the Water level Bord is now 54 yards up and 14 feet ppend'r [perpendicular] below the Coal in the rise side of the North Dyke and has the Post on the North side, is now 8 yards past the last Sunk Staple, must Consider a price to set on the Dolly Pit pp [per] Score.

Saturday Decemr [December] 7th 1765 at Newcastle Coffee House w'th [with] Mr Brown and Walker Owners.

Sunday at Chirton

Tanfield Moor edge Colliery Monday Decemr [December] 9th 1765

Means to Drive a Stone Drift in the Fortune Pit from the Main Dyke in the Brasser Shill Seam NE to the Borhole [borehole] will be 30 yds [yards] by a Lining made this day; this Drift will run ab't [about] 15½ Fatho [fathoms] ppend'r [perpendicular] above the Hard Coal Seam and 3½ fathoms above the Shieldraw sm. [seam] so Consequently the water will be to lift the 15½ Fatho [fathoms] and discharg'd [discharged] into that int'd [intended] Stone Drift, agreed with Josua Robinson to drive some Level and rid some falls putting the lit deals x6 [time 6] for 2/10 £/s [two pounds 10 shillings - the Borhole [borehole] is 38 Fatho [fathoms] Deep from the Surface to the Shill of the Hard Coal Seam.

[?Lin'd?] [lined] from the Fortune Pit Shaft in the [?Braser?] - Shill Seam

Seam	° [degrees]	C.Lin [chains.links]
1 st	N05N	0.48
2	S89½E	0.24
3	N63½E	0.87
4	N51E	0.69
5	N10 ¼ E	15 yards
6	N44 ¼ E	8 ½ do [ditto – yards]
Course to Borhole is	N37 ¾ E	30 ½ do [ditto – yards]

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The Engine Water is now ab't [about] 9 Ins [inches] below the Bunton on the Engine Pit; measu'd [measured] from the Engine to the Borehole near the Fortune Pit 640 yards from where it is intend'd [intended] for slides from the Engine: works 16 score pp [per] day in the Hard Coal seam and Success Pit and 10 score pp [per] day in the Dyke Pit Hutton Seam, Mr Ridley will be in a very bad state with this Colliery XXXXX so must with all speed win the Hard Coal Seam on the dip side of the Main Dyke by means of Hydes [hydraulics] as ment'd [mentioned] above.

Benwell Tuesday Decemr [December] 10th 1765

The Regulating Beam is now up and the Outside head on, is putting on the inside head, the Battery Pit is sunk at 2 Fathoms, at afternoon came home to Write sundry's [sundries].

Walker Wednesday Decemr [December] 11th 1765

Six of the Pitman are sticking for reas'n [reason] I will not let them continue working in the West Pit ord'd [ordered] them to the New Pit. I was thro' [through] all the Markings and find nothing picular [peculiar] since my last acco't [account], only a blast happened by neglect of leaving open one of the Trap doors in the NN workings in the Ann Pit burnt a horse very sore and one of the workmen a little, did not much more damage, only burst over four or five stoppings examin'd [examined] all that part she is as much Air'd [aired] as can be.

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Tanfield Moor Colliery Thursday Decemr [December] 12th 1765

Lin'd [lined] from the Brooks Pit to the Int'd [intended] New Pit down the Main Waterlevel

[Seam]	[° [degrees]]	C Lin [Chains.Links]
1 st	S53½E	0.20
2	N84E	3.20
3	S15½E	0.54
4	N82¼E	1.38
5	S30¼E	.49
6	S20E	1.02
7	S72E	0.56 To Driftend
8	S14E	1.98
9	S26E	1.28
10	S30¼E	1.02
11	S50E	.58
12	S88E	.56
13	N80E	1.36
14	S55E	.38
15	S26½E	.93
16	S10N	.46
17	S19½N	1.03
18	S3½N	1.67
19	S8N	1.39
20	S13¼E	50.2
21	S33E	1.75
22	S35E	1.29
23	S25E	0.28
24	S15½E	2.35 To face

Ord'd [ordered] here to go 20 yards more Waterlevel and 20 yards West to the place where XXXX the New Pit must be sank.

The Flat Pit is sunk 17½ Fathoms.

South Moor Friday Decemr [December] 13th 1765

Met Mr Davison, Mr Henry Wilkinson, Mr Hartley and Mr Brown upon Beamish Southmoor who enquired about affairs relating sundry Colliery on that neighbourhood.

Afternoon came to Throckley

Benwell Saturday Decemr [December] 14th 1765

Got the Sinking Gin set on the Engine Pit and may be ready t sink on Tuesday, the Cistern is not made, set out the Cart way from Deleval [?Hey?] [?Hartley?] to the Engine and let it to Cut for 3 pp [per] yard; The Battery Pit is sank 4½ Fathoms to the Post on the South Side but none on the North Side.

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Benwell Monday Decemr [December] 16th 1765

The Regulating Beam is now up, but the Boiler advances slowly; the Battery Pit is Sunk ab't [about] 4 Fath's [Fathoms]; At afternoon went to Heworth and got the Cylander into the [?Heel?], she is 53 Int. Diamr [internal diameter] and 10 feet long, means to make Tryall [try or trial] to sink w'th [with] her.

Foulforth Coll'ry [Colliery] Tuesday Decemr [December] 17th 1765

Met Mr Walton, Mr Swainson, Mr Hugill, Mr Brown and others, in order to settle matters between Mr Smith and Miss Lee, I find the Level or desc't. [descent] of gr'd [ground] from the Courthill pit in Foulforth, to the Level end is 12½ fatho's [fathoms] and at the Courthill pit is 18½ fatho's [fathoms] deep so Consequently, the Coal at the said pit must be 8 yards pp [per] end above the [?or'd?] Level end but in bringing up the [?or'd?] Level and meeting w'th [with] sand and other troubles has left part behind. Went to Durham [?] Mr Brown and Mr Walton are chozen [chosen] Arbitrators to settle their Affairs when the Witnesses on the Plaintiffs behalf were asked some Questions by the Arbitrators and also some witnesses on behalf of the Defendant Smith differed so much, the said Arbitrators recommended a General View on the 30 Ins't and a plan'g [planning] to be produced of their Opinion relating to their Colliery.

West Aukland Wednesday Decemr [December] 18th 1765

Is now Boring the 5th hole in Sir John Eden's Estate at 200 yards East from the [missing word] Hole has got a' [about] 2 feet at ab't [about] 18 Fathoms deep from the Surface of the Earth; if the Coal lies regular will be ab't [about] 35 Fathoms deep to the Shill of the Coal commonly called the Main Coal Seam, has a wining [winning] Sand at about 5 yards from the top of the

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Boring Box, believe will have something to do to get her bor'd [bored] to the s'd [said] Main Coal.

Wilton castle same day

The Stone Drift from the last Sunk Staple is now 17 yards in but going too much to the Rise and West of the Borhole, the Roof is very soft and Tender is oblig'd to Loft it with Deals, she is going as far wrong as can, for should have rather gone to the dip or Waterlevel Course to keep clear of the Hard Stone.

Lin'd [lined] from the Staple

1 st	S78½W	8 yards
2	N89W	9½ To the face

Course to drive is S58N

Benwell Thursday Decemr [December] 19th 1765

The Cylander is now laid on the [?Tdey?] and is preparing to get her lifted – Is drifting in the Battery Pit and Main Coal Seam to the Northward she is now 2 yards in and Whole Coal Depth from the Settle Bord to the Shill of the Main Coal Seam is 5½ Fathoms, begun to draw the water in the Engine Pit but has not Sinkers to keep her going; There appears to be about 10 Horse Tubs of water [?per Horse?], she is now 7 fathoms and 2 Feet deep.

Walker Friday Decemr [December] 20th 1766 [1765]

Has got a Downcast Dyke in the West Pit to the West under the West Dyke, she runs NW. ward – [North-Westward] I or'd? [ordered] then to stop her, for nothing can be done there till the Engine Level Drift be brought up, is thinking to set her thro' [through] Horse height, will be fast in that pit in a short time.

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Tanfield Mooredge Saturday Decemr [December] 21st 1765

Has begun a s Stone Drift in the Brass Shill Seam in the Fortune Pit to Win the Hard Coal Sm. [seam] in the dip side of the Main Dyke, she is now 7 yards in, and wants 23 yards to be compleat [complete] to the Borhole where a Pit is intended to be sank. Agreed with Josua Robinson to drive her for 2/5 [s/d] pp [per] yard. The Dyke Pit is Laid off and all the Coal is wrought in the Hutton Seam. Went into the delivery Driift at the Engine, find she is very sore fallen and the Timber fail'd [failed], she is Cond't and Arch'd ab't [about] 40 yards from the beginning and is 14 yards past a Staple, ord'd [ordered] her to be opened to secure the [?] Drift properly in that place that is fallen it's in a running sand

Walker Monday Decemr [December] 23rd 1765

Measu'd [measured] the Headways and Walls as usual. The Coal in the dip side of the west Dyke appears to be very Good; ord'd [ordered] the SW Water Drift to be open'd [opened] and made Horse height and can work two or three Bords on the North of the or'd [ordered] Drift, has gon [gone] off eight Bords to the NW to the S. West Dyke, and wining [winning] out more on the NE side in the Ann Pit. The West Pit West Bord is going but has laid off that on the South side and runs out one on the North side; ord'd [ordered] a damn to be putt [put] in to prevent the Engine water from coming into the dip working.

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Benwell Tuesday, Wednesday Thursday

The Engine Pitt is 8 Fathoms and 2 feet sunk, there appears to be some Inflammable [flammable] Air in her, must have the Brattice and a Fire made in the Cube before takes a lighted candle in; there is now 24 Horse Tubs pp [per] Hour. The North Headways Drift in the Battery Pit has got the waiste at 8 yards in.

Throckley Friday Decemr [December] 27th 1766 [1765]

Went w'th [with] Mr Rawling to the Betty Pit to try to get the Borrods out w'ch [which] I. Wardle lost putt [last put] down the Bitch when a Tryall was made slip'd [slipped], thinks they are bent at the bottom so will in all probability get them best out that way; making a plan'g [planning] of South Moor etc. for Mr Davison.

Benwell Saturday Decemr [December] 28th 1765

All day making a copy of Mr Davison's plan'g [planning]

Foulforth & Charlaw Monday Decemr [December] 30th 1766 [1765]

Lin'd [lined] from the East Pit in Charlaw Colliery and from the s'd [said] pit to a Headrs's [headers] and some Bords Wrought by M [Mr] Smith from Charlaw Colliery, also Lind from the Courthill Pit in Foulforth to the same place, also the SW and NW workings of their pit, but did not line it above ground.

Witton Castle Tuesday Decemr [December] 31st 1765

Went to he Colliery on purpose to meet Luke Curry but finds he is not arrived. The Stone Drift is now 18 yards from the Second Staple, they were too much to the Rise of Colliery but has now turn'd [turned] her, the Coal is now 7 feet ppend'r [perpendicular] above the hill of the Drift, she appr. [appears] to be near a Trouble for the Stone is much out of course.

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Walker Wednesday Jan'ry. [January] 1st 1766

The engine has been very sore neglected & stop'd [stopped] so long, that the water has filled the dip works in the West pit and also stop'd [stopped] the Original Air Course so that the workings are now full of Inflammable [flammable] Air; I ord'd [ordered] the Lamp to be drawn out of the Ann Pit and proper Trap doors Opened to push the Fresh Air about and Clean that part of the workings w'ch [which] [?used?] be and are now foul.

Benwell Thursday Jan'ry. [January] 2nd 1766

The Sinkers are all Idle and there are few Smiths. The Cylender in in the House ready to Lift. As the Old Waists are got in the Battery pit at 8 yards North, thinks it advisable to Drift Eastward about 10 yds [yards] and then North and South agreed w'th [with] Robt. Paddison and part to make the Jackhead Reservoir for £1.15s.

Blenkiinsop Castle Colliery Friday & Saturday Jany. [January] 3rd and 4th 1766

This Colliery has been won at Sundry times and at Sundry places, but the most effectuall [effectual] wining [winning] has been made at near the Brook or [?Tewlett?] called Tiple and large and Extensive have been made by virtue of such wining's [winnings]. The present

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Coal Pit is 28 Fathoms and 2 feet deep and the Water level is is about 40 yards to the South or dip of the s. [said] Coslpit, but finds there is not leser [less] than 10 ft ppend'r [perpendicular] level left behind. The Colliery dips in gently to the Southward at about one yard in eight. The workings have extended Westward at 400 yds [yards] to an Intended New Pit. The Pillars are left at first working very insufficient to support the Cover only one yard and some one yard and half and others [?] yards thick. The Bords 3 yards wide so that the Colliery is in a Continual state of Thrusting strongly recommends that 9 yards may be won for the future to each wining [winning] w'ch [which] may admit of a Sec'd [second] working.

Lin'd [lined] same day from the westernmost Pit to the face of the waterlevel Drift and to an Int'd [Intended] New Pit.

		Cha: Lin: -chains.links]
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1 st	N82W	1.50
2	N63½W	.86
3	S12½W	.93
4	S7½W	.37
5	S20W	1.02
6	N81W	1.56
7	S21W	.96
8	N78W	1.01
9	S86W	1.93
10	N86½W	.94
11	N85W	.51
12	N7½W	.52
13	N8W	1.03 To the face 11 and yards now to the Intend'd new pit

Sum over

[NEIMME-East-10a-041]

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Level'd [levelled] to try the depth of the New Int'd [Intended] Pit.

	Fat.	Yds.	F.	In.
	[fathoms]	[yards]	[feet]	[inches]
The Old or present pit in depth	28		2	0
Bank Level or Ascent of Ground from the said Old pit to the Intended New one	22		2	2
New pit to be rais'd [raised]		1	1	
	52	0	2	2
Led. [levelled] Rise of Colliery from present Pit to the Intended New one	1		2	9
New pit in depth from the Settlebord to the Thill of the Coal	50	1	2	5

[?] The said new Pit must be made 5 feet Diam'r [diameter] within all Timber.

Benwell Monday Jan'ry. [January] 6th 1766

Walker pitmen came to Benwell and I lett to them the South Headwy's [headways] in the Ann pit Eastway. The Sinkers in the Engine Pit has begun again & has now about 26 Horse Tubes of water pp [per] hour. The Cylander is now fix'd [fixed].

Tanfield Moor Edge Tuesday Jan'ry. [January] 7th 1766

The Stone Drift is going to win the Hard Coal Seam in the dip side of the Main Dyke is now 12½ yards in and in a very Hard Stone, is now thro' [through] the Dyke and wants 17½ yards to the Borhole; examin'd [examined] the workings in the Wood Pit and hard Coal Seam but finds no Whole Coal left and the Pillars that are left will be expensive to work so does not think work while of doing anything there set on waterlevel Drift in the Hard Coal Seam from the Engine Pit to the SW to hole into a Drown'd [drowned] waiste or Drift [?drain?].

[NEIMME-East-10a-042]

Into the Wood pit workings, such Drift will lower the water in the Drown'd [drowned] Drift and Consequently drain the West workings in the Success Pit but recommend the Brass Thill Seam may be [?ryd?] [tried] in the Dyke pit. The Engine is only 2 feet ppend'r [perpendicular] above the Snore holes in the Engine Pit.

Benwell Wednesday Jan'ry. [January] 7th 1766

Making a plan'g [planning] of Foulforth and Charlaw Colliery's [collieries]. The Engine Pit at Benwell 9 Fat [fathoms] down and there is about 30 Horse Tubes of water pp [per] Hour in her w'ch [which] obliges us to leave off till gets the Engine to work.

Charlaw and Foulforth Thursday Jan'ry. [January] 9th 1766

Met Mr Unthank, Mr Newton and others to Line the Lineing [lining] above Ground that was made on the 30th of Decem'r [December] last, find several Bords and workings made from Foulforth to Charlaw but no [?trespasser?] from Charlaw into Foulforth.

Rise Moor Friday Jan'ry. [January] 10th 1766

Met Mr Cooke, Mr Aislabie and Mich'l Soulsby at Crawcrook Battery and gave directions in General about the Colliery etc. I find by then the Stone Drift wants ab't. [about] 70 yards to the First Coal pit. Ord'd [ordered] a Stone Drift to be drove from Mickley Colliery out of the Lower Seam of Coal Waterlevel to win the upper seam to the full dip of Colliery and may perhaps be at 40 yards. Measur'd [measured] a New Coal Waggon at Stella (Viz)

Turn over

[NEIMME-East-10a-043]

	Feet	Ins
Length at Top	7	0
Do [ditto] at Bottom	4	3½
	Ft	In
Bread. [breadth] at Top	4	8½
Do [ditto] at Bottom	2	6
	Feet	Ins
Height	3	10

Benwell Saturday Jan'ry. [January] 11th 1766

Is Sinking a Staple at 3½ feet below the Level of the Jackhead Reservoir and at the Level of the Jackhead Drift – made the pay then went to Town.

Sunday making a plan'g [planning] of Walker.

Monday at Newcastle answering Mt Pullein's Letter relating Cotterdale Colliery.

Beamish Tuesday Jan'ry. [January] 14th 1766

Attending there all day. Mr Browne and Sir [Ralph] Milbanke is consulting about the Colliery offer [?V6?] and proposes to meet on Thursday morning at Sunderland.

Walker Wednesday Jan'ry. [January] 15th 1766

Measur'd [measured] the Drifts [?V6?]. The waterlevel to the NE is very badly done, have drove it too narrow and Contracted the Air Courses very much; I ord'd [ordered] the Drift may stop till it be sufficiently room'd [?roomed?] and according to Bargain she is now 100 yards from the Engine, I find the Air Course cannot be altered to the NE as proposed till the said NE Dyke be set over again more to the Rise of the Engine Level on Acco't [account] of the Drift roofing w'th [with] water

[NEIMME-East-10a-044]

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Is widening the SWest waterlevel for a Horseway, and set over the West Dyke Horse height w'ch [which] will lay off keep'g [keeping] two pumps.

Tanfield Moor Thursday Jan'ry. [January] 16th 1766

The New Dayhole at this Colliery for the SW part I set out this day she is to be drove near six feet in height by 3 feet 2 in. wide and will be about 102 yds [yards] in Length, fix'd [fixed] and gave the Course to the full rise of Colliery. The Flatt Pit is 26 Fathoms down as there are too many Men at this Colliery that are bound some may be employ'd [employed] in Sinking the Intended Waterlevel Pit.

Tanfield Moor Edge Jan'ry. [January] 16th 1766

The Engine has at last got the water down as far as the Sett of pumps now fix'd [fixed], there will draw the water. The Waterlevel Drift from the Engine Pit in the Hard Coal Seam is 34 yards in, means to hole it into the Drown'd [drowned] Drift that won the Wood pit. The Stone Drift going t win the Hard Coal Seam in the dip side of the Main Dyke want 13 yards to drive.

Walker Friday Jan'ry. [January] 17th 1766

Met Mr Reay, Mr Peareth and Mr Brown at the Colliery where sundry matters are settled and fix'd [fixed] on [whether] to open the SW waterlevel Horse height and also cutt it and continue it in the Solids thro' [through] the West Dyke between the Ann and West Pitts two lines more for a better and more effectual Air Course the one place to the East of the Ann Pit and the other place to the West of the

[NEIMME-East-10a-045]

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Ann pit and the other place to the West of the Shaft. To drive the SE workings as much under level and get as many places as possible before the West pit be made an Engine Pit, to get fom'd [formed] with the Engine and that no time be lost for expects to have the Bill pit Borhole down in three months' time.

Saturday Jan'ry. [January] 18th 1766 at Newcastle met Mr Unthank, Mr Allinson and Mr Josua at Gateshead and mage a report of Foulforth Colliery.

Sunday at Throckley

Benwell Monday Jan'ry [January] 20th 1766

As the reservoir at this Colliery is tho't [thought] not large enough to keep the Engine at Work w'th [with] Jackhead water when the tides are lowest; is fixing a Jack Tool in order to Sink it 2 feet

pend'r [perpendicular] below Low water mark. The Smiths will be the stop now. Henry Renicks had begun to Bore the Aston Pit from the Thill of Benwell Main Coal seam to the Beaumont Seam. Believe will be under the necessity to stop till the Engine be sunk and a Drift to the Aston Pit before can Tub up the Main Coal Seam or otherwise to discharge the water by a pump into the Main Coal Drift.

Tuesday Jan'ry [January] 21st 1766

Met Mr Dobson and compar'd [compared] the Acco'ts [accounts] of Longbention w'ch [which] agreed

Fatfield Staith jan'ry -January] 22nd 1766

Met Sir [Ralph] Milbanke Bar. [baronet] Mr Davison and others, the Consid. [consideration] of a Valuation to be made of the Stock belonging to Fatfield Colliery [?] [?]

[NEIMME-East-10a-046]

46

Risemoor Thursday and Friday

Measuring the Cutts and Battery's from Milmoser to Mr Bowes's Ground near Crawcrook w'ch [which] Will'm [William] ramsey made.

Saturday Jan'ry [January] 26th 1766

Went to Newcastle w'th [with] an Acco't [account] of the Leadings [?] to meet Mr Tatts.

Tinmouth Moor Monday Jan'ry [January] 27th 1766

Lin'd [lined] the Stone Drift from the Betty Pit.

Viz:

	° [degrees]	Ch [chains] . Lin [links]
1 st	N27E	0.12
2	N9¼E	3.11
3	N8½W	2.89
At 2 yards in the Last Sett Offset	N7E	1.47 to the Dyke
4	N71W	0.70
5	N7½E	1.25 To the Staple Sunk to the Stone Drift 4½ yards to the Thill
6	S85½E	31 yards to the face and the Drift wants 47 yards to go to the Mothergate

I find the Dyke is 4½ Fathoms downcast to the North and at the face of the Mothergate where the Dyke is laid half of the Coal; is drown'd [drowned] so that the Barroway will be cut (at the rate of one yard in five) 50 yards at least it will be to Cutt at the rate of three yards Slope, 30 yards.

Laid and level'd [levelled] in the Good intent Pit at Shildon

	° [degrees]	Ch [chains] . Lin [links]
1 st	N38W	0.11
Off't [offset] at the Mothergate	N83½E	1.36 and at the Boundary in the North Corner

Down at the North Headways		
1 st	N7W	2.08
From the beginning the 1 st Set	S9W	1.07
At 60 Lin an East	S88E	0.7 and 9½ yds [yards] sho't [short] of Boundr'y
At 107 Do [ditto]	East	0.67 and 3 yds [yards] sho't [short] of Boundr'y

Turn over

[NEIMME-East-10a-047]

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Ord'd [ordered] the Shaft may be Sunk 8 feet ppend'r [perpendicular] below the Thill of the Main Coal Seam and Levels drove Eastw'd [eastward] at 5 feet ppend'r [perpendicular] w'ch [which] will eat out at the face of the Mothergate and a Waterlevel Coal Drift drove N'ward [northward] into the Collr'y [colliery] ord'd [ordered] that no Workings may be made to the dip of the Waterlevel except the North Headways.

Fatfield Tuesday and Wednesday

Valued all the Stock belonging to Sir [Ralph] Milbanke Bar. [baronet] at his Colliery at Fatfield and Ouston.

Tanfield Moor edge Thursday Jan'ry [January] 30th 1766

The Stone Drift to win the Hard Coal Seam from the Fortune Pit is now 19 yards in and in a very Strong Stone, agreed w'th [with] Wm. [William] Puncheon to make the Cribs for 2" [two inch] beach [beech] to be 6 feet 9 ins [inches] Diamr. [diameter]; also resolved to lay a Scaffold at the Brass Thill Seam for to try the Coal there and if proves will work her till the hard Coal be won in the Dip side of the Main Dyke.

Tanfield Moor

The Dayhole is 5 yards in and wants 104 yards more to go Levels her as under

	Fat.	Yds.	F.	In.
	[fathoms]	[yards]	[feet]	[inches]
Depth of the Cape pit	35	0	1	-
Add dip of Colliery from the Cape pit to the face of the East Drift	2			5
	37		1	5
Bank Level or desc. [descent] of Ground from the Cape pit to the Dayhole				
Fat. Yds. F. In.	19	1		6
17. 1. 2. 11 At one yard in three = 109yds [yards]	17	1	2	11

[NEIMME-East-10a-048]

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Walker Friday Jan'ry [January] 31st 1766

The two West Bords or Drifts in the West pit is supposed to want ab't [about] 200 yards to the Thistle Pit Dyke and as there is a downcast Dyke to the South and another to the North the distance between them is 50 yards; ord'd [ordered] these Bords may be drove to the Northw'd [northward] of Bordwayer Course at the same Course the s'd [said] Dyke [?rises?]. The SW waterlevel is opening for a Horse way and now wants ab't [about] 40 yards to the face ord'd [ordered] the Dyke between the two pitts may level over at 30 yards West from the Ann pitt for a better Air Course, and also to the East from the Ann pit. Wants 6 West'd [westward] to the West Dyke in the Ann pit. The Bords going over the S. West Dyke is in Troubles so can win off no more places there.

Benwell Saturday Feb'ry [February] 1st 1766

Making and preparing the valuation of the Materials belonging to Sir [Ralph] Milbanke Baro. [baronet].

Throckley Monday Feb'ry [February] 2nd 1766

Assisting to make a report of Aston Colliery for Mr John Brown belonging to the Right Honourable the Earl of Holderness.

Benwell Tuesday Feb'ry [February] 4th 1766

The Carpenters are greatly stop't [stopped] for want of the Injection pipe and other pipes, is now making the Springer, The Smith's are making the Y Stirips and fitting on the Main Chains; is now Boring in the Aston Pit and is 11 Fathoms ppend'r [perpendicular] below the Thill of the Main Coal Seam.

[NEIMME-East-10a-049]

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Stella Wednesday Feb'ry [February] 5th 1766

Went to Stella in order to meet the Gentlemen but none came. I levels the fall of the Staith on the floor and made it one foot fall from the back side to the Staith Dyke and finds there wants a great deal of mettle to fill up for the levelling of the floor, nothing can become of pointing Staith this frosty weather.

Benwell Thursday Feb'ry [February] 6th 1766

At Benwell making a Calculation of the Expense of laying the Coals on the Staith at Heworth for Mr Blackett.

Tanfield moor edge Friday Feb'ry [February] 7th 1766

The Stone Drift at Tanfield moor edge going to win the Hard Coal Seam in the dip side of Main Dyke is now 23 yards in and wants 7 yards to the Borhole; The Scaffold at the Brass Thill Seam is laid and drove 1½ yards to the West. The Coal appears very good in the upper part but Coarse and Brassey in the under part. The Dyke pit Shaft is very much Shak'd [shaken] by the Pillars being wrought in the Hutton seam w'ch [which] must be ruffclead. The Regulator flap is failed w'ch [which] obliges the Engine to stop. The Boiler is very bad and Brickwork also; ord'd [ordered] everything of that sort necessary to be done while stops [stopped].

Tanfield Moor

The Dayhole from Cleugh Deen is 13 yds [yards] in and still continues in a Sandy Clay; ord'd [ordered] the Coal; Drift in the Cape pit may be opened 50 yards North from the face of the East Drift and Bords twin'd [twinned] there for Stowage of the Dayhole Stones. The Flatt pit is Sunk 28 Fatho. [fathoms]; Is working the Edge pit in the Pillars and the Brook pit whole Coal to the SW in order to loose the NE Coal for the Cape pit.

[NEIMME-East-10a-050]

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Benwell Saturday Feb'ry [February] 8th 1766

The Aston Pit is Bor'd [bored] 14 Fathoms from the Thill of Benwell Main Coal and at 13½ Fat. [fathoms] down got a Coal if 14 ins. [inches] thick, the rest is in Grey Mettle Thill, got the Receiver, the Outside Regulat [?&?] Chains up, also the Springs on, is making home to lay in the Offtake Drift and some from the Jack head into the Cistern.

Walker Monday Feb'ry [February] 10th 1766

The S. West Waterlevel Drift is now widen'd [widened] to the face I agreed w'th [with] Step. [Stephen] Carter & partners to drive her Waterlevel a little to the North of West Waterlevel till the Thill of the Drift cut the Thill of the Ground Coal the back Drift to be drove four feet [?square?] fore Drift Horse heights but the Horse way only to be drove at the Thill of the Main Coal 2/6 s/d pp [per] yard the Drifters to lead the Coals & to be paid for them [?4?] score, will want in all to drive 95 yards, has some thoughts to set on the West Pit Double Shift as in a Weeks time can work about 13 or 14 Score pp [per] Shift to get all the Coal that can before the Pumps be put into the Shaft; The N. East Waterlevel is about 270 yards in a straight line NE from the Engine but wining [winning] more to the Northw'd [northward] or Rise then expects most of the West Bords is wrought off to the West Dyke so has only the Eastway to Work and 6 West Bords to go to further Northw'd [northward].

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Rise Moor Tuesday Feb'ry [February] 11th 1766

Went to the Colliery w'th [with] Mr Waters and Mr Brown and consid'd [considered] ab't [about] sundry affairs relating to the Colliery. The Bella Pit at Mickley in the 5 Quart'r [quarter] or low Coal is ab't [about] fatho's [fathoms] deep means to drive a Stone Drift to the full Dip of Coll'y [colliery] w'ch [which] is N East'n [north -eastern] to cut the 6 Quart'r [quarter] Coal w'ch [which] will be 80 yds [yards] if the dip of Colliery keeps common Course all that way the s'd [said] Colliery is now upon a very fair footing ord'd [ordered] the Overmen to have her wrought Agreeable to the Bond; agreed w'th [with] Step. Moffit & partner to set her on for 6 pp [per] Score they to do everything concerning an Overman such as Proping [propping], Shiftwork, Oyl [oil], Candles, seting [setting] over troubles half Coal height or leser [less]. The South Head'r [header] is now ab't [about] 60 yds [yards] in means to work the Colliery at 10 yards to the Wining [winning] the Bords 4 yards wide and Walls to be 6 yds [yards] thick propor'y [proportionally] to give 10/6 s/d pp [pe] yard for driving the Stone Drift but the men will not consent to take it.

Agreed w'th [with] Thos. [Thomas] Robson to build 10 Waggons of the same size for 11 sh. [shillings] each.

NB. The Owners has sawn some Deals to be allowed by Robson and Chambers.

Houghton Colliery Wednesday Feb'ry [February] 12th 1766

View'd [viewed] and consid'd [considered] the State and Situation of this Colliery in a Seam of Coal called the Main Coal Seam and find very large and Extensive work'gs [workings] made by Virtue of two different winings [winnings] in this Estate, the first of w'ch [which] has been made and Wrought many years ago & drown'd [drowned] w'th [with] water so that Traditional Acco't (account) is giv'n [given] ab't [about] her; the last and present going Colliery is won Considerably to the dip of the old wining [winning] at ab't [about] 50 Fath's [fathoms] deep by a Powerful Fire Engine. View'd [viewed] their Seam of Coal first of the successful pit w'ch [which] is ab't [about] 200 yards Southw'd [southward] from the Engine and is s'd [said] to be Wrought not less than 900 yards to the dip and under level of th es'd [said] Engine by virtue of pumps and other machines & at a very Great Expense. These works are now drown'd [drowned] w'th [with] water so that all the Whole Coal is to the SW and SE and Considerably under lev'l [level] of a machine w'ch [which] lifts the water 21 feet ppend'r [perpendicular] into the Engine Level so by this means a barrier of Whole Coal must be left between those present work'gs [workings] and the s'd [said] drown'd [drowned] work'gs [workings]. The SW work'gs [workings] are ab't [about] 720 yards from the s'd [said] successful pit and at or near Mr Tempests Colliery so that all the whole Coal that can be got in this pit and in the main Coal Seam is very difficult to come at and by leaving Barriers of whole must unavoidably be great loss w'ch [which] w'd [would] otherwise be if the Colliery was upon a fair footing and not to Labour under so many difficulties. The extent of the work'gs [workings] on each side and especially to the dip should be much regarded and well known for whenever the s'd [said] Colliery happens to be new won [?] and wrought must leave a proper Barrier next the s'd [said] waiste [waste] (and no more). This pit has been Sunk under level of the s'd [said] Engine but in order to win her has sunk the Engine pit Lower and drove Levels to prevent the water drowning the s'd [said] pit is dam's put in for that purpose so that the Shaft feeders and the water lead to the Eastward on the South side of the s'd [said] Dams is lifted by the s'd [said] Machines. In the Hope Pit work'gs [workings] is 70 yards to the Northward and as s'd [said] before the Old Drown'd [drowned] Waiste [waste] is not very well known, a Drift is drove NW.ward [north-westward] near the waiste [waste] and holes bored in the Coal for fear of holing w'th [with] their Drift so that a

Barrier is left next to s'd [said] Drown'd [drowned] Waiste [waste] is Sunk under level also. The most Coal that can be got by the pres't [present] wining [winning] and in the [?F?] Main Coal Seam is to the NW in the Bounder pit w'ch [which] may perhaps afford 1400 Tens in the whole mine at first work'g [working] and also to keep the Colliery going till a new wining [winning] be made further to the dip & must be by Sinking the Hope pit to the Maudlin Coal w'ch [which] may be ab't [about] 12 or 13 Fatho's [fathoms] but it's doubtful the water will be troublesome but there is very seldom any water at that Seam and there is no saying how the Quality of s'd [said] Maudlin Coal may Answer as it has never been try'd [tried] there but when the s'd [said] New Wining [winning] is nearly completed may try to work the pillars in the Main Coal Seam to get all the Coal that may be. The Bounder and Hope pits are s'd [said] to be wrought a little in the 5 Quart'r [quarter] Coal for the Engine and fire Coal but as the Quality is not so good as could be wish'd [wished]. Vended none to London. The Colliery to the dip is Wrought at 9 yards to the wining [winning] and the Rise at 8 yards

to the wining [winning]; The Bords in General are 3 yards and 3½ yards wide and Pillars from 4½ to 6 yards Thick and 17, 18 and 20 yards long, height of the Seam is 5 feet 8 ins. [inches] including two Strata's or Bands of each ab't [about] ½ In. [inch] and sometimes one Inch thick. In short we think this Colliery is in a very bad state what for want of Coal and the drown'd [drowned] waiste [waste] to the Rise makes the situation very disagreeable; we also find many of the Stoppings made w'th [with] Coal and really the very best sort w'ch [which] is a Consumption of the Colliery that ought not to be done but it's unknown to us how far the Levels have a right in these Cases.

Chris Bedlington.

Thos. [Thomas] Gibson.

[NEIMME-East-10a-054]

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Fatfield Thursday Feb'ry [February] 13th 1766

Main Pit Valued all the Underg'd [underground] Materials belonging to Sir Ra. [Ralph] Milbanke in this Pit such as Deals, props, Frames, Mauls, Wedges.

Walker Friday Feb'ry [February] 14th 1766

Met Mr Brown Mr Peareth & Mr Reay at the Colliery who consid'd [considered] to se on the West Pit double shift after went to Tinmouth Moor.

Tinmouth Moor Friday

Went first to Whitle Point and measu'd [measured] the Carpenter work for Minican at the Keel birth [berth] set out the Ground work of the Staith Dyke to the North Westw'd at the Luckey Pit, fix'd [fixed] on the place for the Cystern to empty the tubs in, at the Moor made the pay.

Saturday at Newcastle met Walker Owners at the Exchange Coffee house and talked about sundry matters relating their Colliery, then went to Mr Garnul ab't [about] Plessey and San'fd [Sandyford] Moor edge.

Benwell Monday Feb'ry [February] 17th 1766

The Outside Regulating Chain is now on and also the Inside Chains, the Springer & Spring frame is made to answer a 9 feet Stroke so must raise it as the Cylander will not admit of more than a 7/6 Feet/ins. Stroke, fix'd on the Delivery Cystern in the Shaft ord'd [ordered] the Boiler may be immediately set, the Aston pit is bor'd [bored] 17 Fathoms from the Main Coal Seam. In short I think the Eng'n [engine] will start to work in two weeks time.

[NEIMME-East-10a-055]

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Wylam Tuesday Feb'ry [February] 18th 1766

Lin'd [lined] from the Lane pit in the 6 Quart'r [quarter] Coal to the pit

[Seam]	[^o [degrees]]	C.Lin [Chains.Links]
1 st	N19W	0.36
2	N77W	.34
3	N76½W	.54

4	N86W	2.33
5	N73W	1.-2
6	N74½W	1.03 to a Trouble an upcast to West of ab't [about] 4 feet
7	N74W	1.-6
8	West	1.55 and 50 yds [yards] more to face of M. gate
9	N16½W	1.75
10	N16½W	2.11
11	N18½W	1.55
12	N13W	2.44
13	S86W	1.-9
14	N14½W	2.42
15	N76E	0.42 and 3 yds [yards] more to the pit

Same day Lin'd [Leadings] from the And'w [Andrew] pit in the 6 Quart'r [quarter] Coal

[Seam]	[° [degrees]]	[?C fin?] [Calculated From]
1 st	N70W	.52
2	S28½W	.37
3	S78W	.72
4	S12E	1.87 into the Wat'l [waterlevel] Drift
5	N78E	.99
6	N77E	.68
7	N81E	.67
8	S68½E	.27
9	S20E	.40
10	S73E	.40
11	S65E	.50
12	S71E	.24
13	S30E	.20
14	S61E	.13

The Haugh Pit is not yet ready in the 5 Quart'r [quarter] Coal there will be ab't [about] 6 ins [inches] of Coal Drown'd [drowned] at the Shaft and at the least stop of the Engine will drown her must unavoidably [?haul?] down Stone for Standage to prevent it or else will be very often stopt [stopped].

[NEIMME-East-10a-056]

56

Rise Moor Wednesday Feb'ry [February] 19th 1766

Went to the Colliery to settle the difference between the Pitmen and Overmen ab't [about] throwing by the follon [fallen] stone at Mickley, finds that the Pitmen are not bound to it.

Wylam same day

Went down the West Waterlevel Drift in the 5 Quart'r [quarter] Coal to the Haugh Pit fonds that the s'd [said] pit must be open'd [opened] and the Shaft weigh'd [weighed] up to prevent the water from laying of [off] the work, the Haugh pit must never be a Six Quart'r [quarter] till the Engine be Sunk lower.

Byker Thursday The 20th Feb'ry [February] 1766

The Engine is now standing I has considered put in another Clack as has some thoughts the Clack door is bad the upper Clack must have its Seat at the Bottom of the Working Barrel; the water is now very high so that the Engine will only stand about a week longer till the Delight Pit be laid off.

Tanfield Moor edge Friday Feb'ry [February] 21st 1766

The Engine is now standing to repair the Boiler and Regulator, the Stone Drift to win the Dip side of the Main Dyke to the East from the Fortune pit want normally 3½ yds [yards] to be completed, ord'd [ordered] a Scaffold may be laid at the Brass Thill Seam in the Dyke pit to try the Coal there w'ch [which] is done and the Headways drove 10 yd's [yards] to the North and South Head's [headways] 5 yd's [yards] the seam is 5 yd's [yards] high but coarse and Brassy near the bottom w'ch [which] I ord'd [ordered] may be Sluiced in and thrown by, the other part seems very good.

[NEIMME-East-10a-057]

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Walker Saturday Feb'ry [February 22nd 1766

The NE Water level is going much to the Nothw'd [northward] w'ch [which] I Lin'd [lined] and Stak'd [staked] out above Ground ord'd [ordered] the Trap Doors may be kept by the Drifters that goes into the Drift or else to be stopt [stopped] up and put the Drift Coals into the West Pit Work'gs [workings] as the price was so fix't [fixed].

Lin'd [lined] from the Ann Pit to the NE Water level.

[Seam]	[° [degrees]]	C.Lin [Chains.Links]
1 st	N9W	1.01
2	N80½E	4.12
3	N80½E	.73
4	N79½E	2.47
		at 180 ^o [?from?] the Eastmost North Headways
5	N77E	1.51 between the Trap Doors and a mark
		at 30 [°][?from?] the Eastmost North Headways
		at 131 [?from?] the first Trap Door for the Levels
6	S16½E	.17
7	N27E	.24
8	N10E	.36
9	N42½E	.68
10	N9E	.42 to the face

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[NEIMME-East-10a-058]

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Throckley Monday Feb'ry [February] 24th 1766

Making ready Lord Northumberland's Acco't [account] for Lady day Audit 1766

Walker Tuesday Feb'ry [February] 25th 1766

Went to the Colliery at afternoon, I told Pollock the courses of the Drifts & Headways I ord'd [ordered] some time since an Alteration of the Air to be made in the WestDrifts that's going to the Thistle pit Dyke but that is not regarded nor not done, a stope [stop] was to be made in the M. gate Bord and the Back one made a Barroway so that the Air will be at the Innermost Holing constantly & not fear any neglects.

Byker same day, the Engine is now going but very poorly must in short time have some Alteration w'th [with] the Pumps.

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Tanfield Moor edge Wednesday Feb'ry [February] 26th 1766

The Stone Drift to win the Hard Coal Seam wants ab't [about] 2 yards to drive to the Borhole at ab't [about] 100 yds [yards] N.Eastw'd from the Fortune pit, the Dyke pit is work'g [working] in the Brass Thill Seam but the Coals are tender when laid on bank the upper part Seam burns tolerable well; the Engine is got to work again.

Shilbottle Thursday Feb'ry [February] 27th 1766

There is nothing done w'th [with] the New Winning since last time I was there, is now Sink'g [sinking] an underlevel Pit at w'ch [which] the water will be to drain 7 or 8 Fathoms ppend'r [perpendicular] and discharge into the Lev'l [level] formerly drove from the West part of the Estate; such work is only temporary and contrary to the true method of working Collierys for whenever these work'g [working] comes to be fill'd [filled] with water will damage the remaining part of the Colliery.

An Acco't [account] of Coals Wrought at Shilbottle Colliery from Octo'r [October] 12th 1764 & w'th [with] Octo'r [October] 11th 1765

	£ s d [pounds, shillings, pence]
To 2197½ Works of Fire Coal at 30 Bolls each work is 65925 Bolls at 20sh [shillings] pp [per] Hun'd [hundred] (or 120 Bolls)	549.7.6
To 275 Works of Kiln Coals at 30 Bolls each work is 8250 Bolls at 18sh [shillings] pp [per] Hun'd [hundred] Do [ditto]	61.17.6
His Lordships ¼ part of £611.5.0 =	152.16.3
To 1057 Loads of Clod Lime burnt at Shilbottle Kilns at 3d [pence] pp [per] Load	13.4.3
	£166. .6

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Fatfield Friday Feb'ry [February] 28th 1766

Exam'd [examined] all the Bills, there is the Carpenter work Smith work Waggon Wrights Overmen [] paid daily work for w'th [with] I desired they may give a proposal against next pay to take each pp [per] Bargain.

Houghton Saturday Feb'ry [February] 29th 1766

Gaug'd [gauged] or measu'd [measured] the Coal Heaps at Houghton and finds there to be resting at Candlemas last

	Tens
At the Bounder Pit	83.400
Success Pit	75.200
Tot'l [total]	159.160

Note there are a large Heap of Coals resting at the Hope pit but as they are only for the use of the Workmen and Engines brought none into the Estimate.

Throckley and Benwell March 2nd and 3rd 1766

All day making up sundry acco'ts [accounts].

Wylam Tuesday March 4th 1766

This acco't [account] on the other side

[NEIMME-East-10a-061]

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Throckley March 2nd 1766

Making Lord Northumberland's acco't [account] and on Monday doing the same.

Wylam Tuesday March 4th 1766

The Haugh Pit is now begun Coal work ord'd [ordered] the Headways may be open'd [opened] and a New one set away & drove w'th [with] all speed to the New pit near the Town show'd [showed] I. Bedlington how to drive a Drift to take off the water in the back side of the Shaft ord'd [ordered] the Winnings to be 10 yards each As the Haugh pit is now got to Coal work in the 5 Quart'r [quarter] Coal. The Andrew pit in the 6 Quart'r [quarter] Coal, think it is right to Sink the Hedge pit to the 6 Quarter Coal and work the Wheat pit in the 5 Qu't'r [quarter] [they're] now Head'g [heading] in the Wheat pit is hold [holed] into the Old Waste [waste: area behind the coal face where the coal has been extracted] but observes to I. Bedlington not to make any more holings as yet.

Wednesday at Throckley making sundry Acco'ts [accounts].

Chirton Thursday March 6th 1766

Went to Mr Lawson's and got all the Acco'ts [accounts] relating the damaged grounds at Chirton Colliery.

Rise Moor Friday March 7th 1766

Measu'd [measured] the Cutts and Battery's from BouM'r [Bourn Moor] to CrawCrook then went to the Colliery w'th [with] Mr Brown and Mr Waters, agreed w'th [with] Jacob Souloby and partners to

drive a Stone Drift from the first Coal pit to the Extreme dip of Colliery till it strike into the upper Coal w'ch [which] is presumed to be ab't [about] 80 yards for 12 s [shillings] pp [per] yard.

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Throckley March 8 & 9 1766

Making Lord Northumberland's acco'ts [accounts] of his Colliery for the Auditors.

South Moor Monday March 10th 1766

Survey'd [surveyed] the Ground in dispute between Kiphill South Bound 7 and Mr Davison's South Moor and finds the Content to be [? a^kp ?].

Tanfield Moor edge Tuesday March 11th 1766

The Stone Drift to win the Hard Coal seam in the dip side of the Main Dyke is now Completed and begun to Sink the Pit; there is a very large feeder of water in the s'd [said] Borhole like to Overpower the Engine the Dyke pit is now standing for bad Air ord'd [ordered] to be made; afternoon went to compleat [complete] the Survey at South moor.

Walker Wednesday March 12th 1766

The Bill day, measu'd [measured] the necessary work as usual the NE waterlevel goes but slowly on Acco't [account] of the Idleness of the Drifters, there is a diff'ce [difference] w'th [with] the Drifters & me they say they will not complete their bargain. I ord'd [ordered] John Pollock may set them to the Ann Pit Bords & agreed w'th [with] Dodds to drive her 200 yards from the Trap doors now made in the Ann Pit M.gate [mothergate] Eastw'd [eastward] for 3 sh. [shillings] the first 100 yards and 3/6 s/d [shillings/pence] the next 100 yd's [yards]. Agreed w'th [with] Cha's [Charles] Bainbridge to take up the Levels in the SW waterlevel for 7/6 s/d [shillings/pence] pp [per] yard, w'ch [which] will be ab't [about] 30 yd's [yards] in length and be ab't [about] 6 feet below the Thill of the Main Coal Seam. The Headways going to hole into the Waste is 10 yards in and wants ab't [about] 26 yards more to go to hole this Headw's [headways] is for a better Air Course and may probably be a Barroway, ord'd [ordered] a Head's [headways] may be drove from the place I mark'd [marked] in the s'd [said] SW Level & South

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to workngs where if any Accident should happen the Engine and drown the dip works in the SE way, at ab't [about] 200yd's [yards] East from the West pit the South Head'g [heading] is drove 90 yards and got a down cast & then an up cast Dyke but has not yet made much tryal [try] of it has now 9 East'ds [eastwards] in this way, The two West Bords in the West pit is now 390 yards from their pit and is supposed to want 110 yards to the Thistle pit Dykes. The Ann Pit has five Bords going to the West in the NW side of the shaft and want ab't [about] 20 yd's [yards] to go to near the West Dyke when these are finished ord'd [ordered] oth'r [other] six Bords may be begun from the Even on N Head'g [heading] but I find it cannot be done as the Overmen does not approve of it. The West Bord looks very well but has still ab't [about] 10 Ins [inches] of ramble upon the Coal and then a very strong post, am now in great hopes the ramble will go quite out as it seems to decrease in going. We show'd [showed] the rest of the work'gs [workings] at present are to the N.E. ab't [about] 250 yards from the Shaft; is now work'g [working] her Single Shift.

The Bush pit is bord [bored] and Sunk ab't [about] 70Fathoms and in a wining [winning] of soft mettle is oblig [obliged] to room the Hole drift in boxes; has some thoughts to set away a Drift from the Bush pit to the West Dyke to be ready ag'st [against] she be Sunk as many troubles are so near her will be ab't [about] 220 yards to drive, the Waste is now very clean can go into every part of the Coll'y [colliery] w'th [with] lighted candles but the Air is very much dulterated [adulterated] at the upcast or Ann pit.

Benwell Thursday March 13th 1766

All day making a plan of the disputed piece of Ground between Mr Davison & Mr Dawson.

Friday March 14th 1766 at Mr Lawson's ab't [about] the damag'd [damaged] ground. Thinks it right to put down a East Bord by the Bound'ry [boundary] in the Good int't [Intent] pit & fix a pump to drain the water.

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Saturday and Sunday 14th and 15th March 1766

Preparing sund'y [sundry] Acco'ts [accounts]

Monday March 16th 1766 set out for Ireland to View the Ground & try for coal belon'g [belonging] Theo. Jones Esq. as follows.

Munter Kenney Colliery March 29th 1766

We view'd [viewed] the State and Situation of this Colliery, there appears at the Surface of the Earth a Seam or band of Coal on this Mountain near the Pit House some old work'gs [workings] have been made there said to be many years ago, many and Various traditional Acco't [account] is given ab't [about] these work'gs [workings] a Tryal [try] has lately been made ab't [about] 120 yards NW from the s'd [said] work'gs [workings] and the Coal is found at 7 fath [fathoms] and ½ yard deep of 32 In [inch] thick but in drift'g [drifting] 3 yards NWest'd [north-westward] the Coal is reduced to 18 Inches. We find there is Level at the NE part of this Mountain (as marked on the plan) to lay the s'd Coal dry at the pit "B" and 7 yards to spare. The Coal Pit is Sunk ab't [about] 6 feet below the Thill of the s'd [said] Coal and is now in a very Strong Mixt're [mixture] Whin Stone recommended to Sink no more until the Seam be more discovered by proper Borings. The 1st hole at "C" will try if the Coal keeps its regular Course and clear of Dykes and troubles and will probably be ab't [about] 17½ Fath's [fathoms] deep and there is 21½ Fat [fathoms] of Bank Lev'l [level] from the beginning of the s'd [said] Drift at "A" and as the Colliery appears to dip at ab't [about] 1 yard in 12 to the s's [said] Int'd [intended] Borhole [borehole] marked "D" to try the s'd [said] Seam of Coal may probably be ab't [about] 13 Fath's [fathoms] deep; care must be taken to have a proper Barrier or Warren of Coal next the Bound'ry [boundary] of ab't [about] 40 yards in Breadth to prevent the adjoining Colliery being won by the Int'd [intended] win'g [winning]. As said before if Dykes and troubles does not interfere and the Colliery keeps it's [its] regular Course as it does near the s's-said Pit House the s'd [said] Wining [winning] will probably lay 60 Acres of Whole Coal dry exclusive of that part w'ch [which] is disputable in the N Syke of Gulf northward from the Pit House and allowing ¼ part for loss of Coal in Pillars, one foot thick will afford 564300 Coal Bolls of 36 gallons each or ab't [about] 45340 Tuns of 448 Gallons

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each Tun so that if the Coal Turns out three feet thick will afford 13620 Tuns – or ab't [about] 70500 Newcastle Chald [chaldrons] and presume 3000 Tuns be rendered yearly, each foot thick of Coal will last ab't [about] 15 years.

Recommends a Tryal [try] be made for an under Seam or Seams of Coal by a Boring in the bottom or near the s'd [said] Coal pit to the depth of ab't [about] 45 fatho's [fathoms] and id no Coal is found at that depth to bore no further, but if should find a Valuable Seam of Coal to bore and then hole at "F" on the s'd plan near Carrick [Me Gate?] w'ch [which] will we hope discover the s'd [said] Colliery Effectually, it may be necessary to bore another Hole to try what Strata's to Drift in for to win such under Seam, if any be.

We took the different Levels and try'd [tried] the Turnpike road the Extreme or greatest fall will be ab't [about] one y'd [yard] in 8 yd's [yards] we strongly recommend the Southmost Road if any be made w'ch [which] in all probability for 300£. care must be taken to observe and support the Waterlevel Drifts and all other Drifts that may be advantageous for the remaining part of the Colliery and keep them open and upstanding; also recommends that the coal Pits be Sunk 5 feet Diam'r [diameter] or 5 feet [square] within all Timber to admit a Cors [course] of a larger size than any that's made use of at present. Recommends also that the Colliery may be wrought at 9 yards to the wining [winning], four yards for the Bords and 5 yards for the walls or pillars.

An estimate of the Expençe [expense] of making a Turnpike Road and wining [winning] the Colliery

Making a Turnpike Road Suppose	£300
Wining [winning] the Colliery upper Seam	200
Staith and Key [quay] Suppose	50
Carriages and Horses Cost	100
	£650

Turn over

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	£ [pounds]	s [shillings]	d [pence]
Then Suppose £500 of A'o [above] Stock Sunk at 10 pp [per] Ct [hundredweight] pp [per] Ann. [annum] on 3000 Tuns = 1825 Score of 8 peck Corves supposed to be Vended yearly is pp [per] Score			6½
The Rem'r [remainder] £150 Stock at 5 pp [per] Ct [hundredweight] pp [per] Ann. [annum] is pp [per] Score			1
Working the Coals and laying them on bank		3	2
Smith work, Carpenter work and other Conting't [contingency]			3½
Leading to the Staith		1	
Agency and other unforeseen Conting [contingency] at £60 a year ab't [about]			8
Wayling the Coals, keeping them clean of refuse			1
Ropes, Timber Deals			2
[subtotal] £		6	

Then Suppose the Coals are Sold at 6 pp [per] Tun or pp [per] Score		9	7
Costs as above		6	
[subtotal] pp [per] Score		3	7

Profit on 1825 Scores is ab't [about] £320 pp [per] Ann. [annum]

Or ab't [about] 2s .1½d [two shillings, one and halfpenny] pp [per] Tun

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Walker Monday April 14th 1766

I find there has happened on the 17th of March last a blast took fire in the SW Bord by the neglect of leav'g [leaving] open one Trap door fould [fouled] four Bords a great many stop'gs [stopings] are blown down seven Boys were kill'd [killed] and three Men, had much to do to get the Pitmen to work again the Owners gave then 10/6 [s/d] each and 1 [s] pp [per] day while they were Idle. I presume Mr Carter was sent for who exa'd [extracted] the waste but could say noth'g [nothing] against any part of it gets very small work yet I find the Owners have consented to let Murray & Crozer have the East Water'l [waterlevel] Drift notwithstand'g [notwithstanding] their bad behaviour.

Chirton Tuesday April 15th 1766

Went to Mr Lawson's and got the Acco' [account] of the damage grounds Compar'd [compared] w'th [with] Legg in regard to the Quantities.

In the afternoon went to Tinmouth moor but the Pits were done work I went down the South water'l [waterlevel] from the Dolley pit she is 70 yards in and met with a upcast trouble of ab't [about] 5 feet to the SE [South east] she is drove horse height and Cors [course] breadth & Geer'd in many places. Finds the geers are fail'd [failed] ord'd [ordered] the Drift backw'd [backward] may be sludg'd [sludged] out and the Level try'd [tried]. The Easter pit is got to Work and works very fine good Coals no trade for the Coals yet is try'd [tried] a New way to make Cynders [cinders] but the Kiln is not burnt so does not know how she will answer. The Borhole [borehole] in High Flatworth Grounds is now 55 Fatho [fathoms] down from the Surface of the Earth but has not yet go the Post am very doubtful of this hole answering well.

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Bedlington Wednesday April 16th 1766

View'd [viewed] a Seam of Coal in a Pit 19½ Fatho's [fathoms] deep in Bedlington Eseate and Lin'd [lined] the same to the Bound'ry [boundary] of Netherton Estate the workings are advanced near the s'd [said] Bound'ry [boundary] but does not find that interferes the Annex'd plan will show the dist'ce [distance] each Bord has to go also View'd [viewed] the s'd [said] Seam of Coal in Netherton Colliery in a Pit to the NW from the s'd [said] Pit and in the s'd [said] Main Coal Seam w'ch [which] is ab't [about] 12 Fatho's [fathoms] deep as there is not much difference in bank Level between the s'd [said] Pits there must be some considerable upcast Dyke in the way but is not yet discovered by the present work'gs [workings] in the said Colliery's. The s'd [said] Colliery is laid dry by the Workings og

Bedlington Colliery but whenever Bedlington Coll'y [Colliery] happens to be laid off Working the water will certainly be to draw at Netherton if wrought at all. I find the Workings in Netherton Colliery near the Bound'ry [boundary], recommends a Barrier of 10 yards may be left for the future next to the s'd [said] Bound'ry [boundary] to prevent the one Colliery workings from holing into the other. The winings [winnings] are 7 yards each 3½ yards each Bord and 3½ yards left for the Pillars: if 5 yards were left for a Wall may admit of a second working, Height of the Seam is from the Thill first in Coal 3 feet band 2 Ins [inches] Coal 22 Ins [inches] band 6 Ins [inches] Coal 2 feet. I find the Top Coal is left for a roof and it app'rs [appears] to be as good if not better than any wrought, recommends a Tryal [try] should be made in some of the old Bords to work the Top Coal but shou'd [should] lay three of four Deals in each Bord to keep the Coals clean of refuse and if the Cover is good may also make a Tryal [try] to work both Top Coals and bottom Coals together but depend where water in the Cover will be very bad.

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Shadfin Thursday April 17th 1766

I find Mr Gowans has sunk a Coal pit at the SE corner of Shadfin Estate to the three quarter Coal, w'ch [which] is ab't [about] 24 fatho's [fathoms] deep, she will near the level of Copington Engine as she is dry, recommended to Mr Gowans to put down a Sump ab't [about] 3 feet to take in the Shaft feeders; and the first Coals that's wrought to be to the dip of the Shaft while the water keeps moderate there is 60 yards of Whole North Headways to the rise of the s'd [said] Shaft the Coal is about 3 feet high, as there is ab't [about] 3 fathoms od Sand in the Shaft recommended to win 7 yards to the Wining [winning] to take 4 yards and leave 3 yards for the Pillars as the sand will be very troublesome to Contend w'th [with] if a Thrust be made.

Tanfield Moor edge Friday April 18th 1766

The Dyke Pit is laid off working in the Brass Thill Seam on acco't [account] of the bad Air; had lais a Scaffold in the Duke Pit at the Brass Thill Seam and mak'g [making] a Tryal [try] of these Coals. I really think they are as good if not better than those at the Dyke Pit Same Seam, the New Wining [winning] to the Hard Coals is Sunk 12 Fathoms, has a great deal of water in her. Agreed w'th [with] Wm. [William] Puncheon to Sink a Staple from the Surface to the offtake Drift for 7/6 s/d pp [per] Fathom. The Engine lowers the water slowly. At Tanfield Moor is work'g [working] the Brook and Chance Pits in the Hutton Seam is mak'g [making] ready the Run Pit to work the Pillars. I find that Mr Brown ord'd [ordered] the main Waterlevel Drift to be Sludg'd [sludged] out and also that they have begun to clean it out from the beginning without knowing whether there is any necessity for it or not I ord'd [ordered] a Jack roll may be set onto the Staple near the Run Pit that's Sunk from the Hutton Seam to the Main Coal.

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Risemoor Friday April 18th 1766

The Stone Drift is now ¼ yards from the Venture Pit and the Post is putting in has lost some Level w'ch [which] I ord'd [ordered] to be taken up has left a canch [a sloping slice removed from the roof or floor of a mine roadway to adjust the gradient between adjacent working] on one side next to the

bottom for the Air Boxes to lay on w'ch [which] I ord'd [ordered] to be taken up. I think it will be ab't [about] 10 Weeks or can lead Coals from this Colliery.

Benwell Saturday and Sunday Ap'l [April] 19th & 20th 1766

The Engine Pit is now 15 fathoms Sunk & has a good deal of water is oblig'd [obliged] to Ruffclead her all the way down to keep the Shaft dry. Busie [busy] mak'g [making] a report & Plan of Mr Jones Colliery in Ireland.

At 4 Fath'o [fathoms 1 f [foot] 6 In [inches] got a Seam of Coal of 17 Ins [inches] thick.

Throckley Monday April 21st 1766

Went to Throckley in the morn'g [morning] and found Mr Brown at home. Went down the Betty Pit. The North Head's [headways] dip is but quite dry as the South Head's [headways] is not quite Head' Course finds that 12½ yards must be made to each wining [winning] w'ch [which] I mark'd [marked] off the Coals are very good dry and round. Went to Benwell and made a Copy of a Plan'g [planning] of Mr Jones's Colliery in Ireland.

Beamish Tuesday April 22nd 1766

Mr Davison Mr Wilkinson Mr Brown & I went first to View the Grounds in Beckley and Dawson's Tanfield where a W.way [wagonway] may be made from South Causey Beamish or Southmoor. After done consid'g [considering] a W.way [wagonway] that may probably be made from the s'd [said] Collierys thro' [through] Geo. {George} Humbles Grounds near Portobella and to go on the North side of Birtley W.way [wagonway] thro' [through] Harraton Outside and

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to an Int'd [intended] Staith at North Biddick Viz

From the Int'd [intended] Staith in North Biddick Estates past the Westmoor Coal Pit

	chains
In North biddick	40
In Harraton Outside	117
In the Bishop to the Northmost House at Potobella	4

Walker Wednesday April 23rd 1766

The NE waterlevel is now 80 yd's [yards] from the Trap doors in the Ann pit M.gate [mothergate] East'd [eastward] and goes very well ab't [about] NE – except the mismanagement of the Drifters of run'g [running] one Drift into the other. I did not meas're [measure] nor w'd [weighed] it be paid.

The SW waterlevel is now Stopt [stopped] till the Levels be up she is ab't [about] 200 yd's [yards] SWest from the Engine and may want ab't [about] 40 yards to the West Dyke is putt'g [putting over] a South Headways to be ready if any accident should happen the Engine an drown the East work'gs [workings] in the West Pit w'ch [which] is so much underlevel to the dip of the s'd [said] Engine; the West Drifts in this pit is now 425 yards West from the s'd [said] West Pit and I suppose she will want ab't [about] 80 yards of the Thistle Pit Dyke. I examin'd [examined] all the Old Wastes and finds to the South Dip of the SW waterlevel the west'd [westward] is not roof'd [roofed] w'th [with] water so must push the Air ab't [about] to clean them for whenever the Coal from the dip comes to be

wrought the east'd [eastward] will in course hole. In the Ann Pit has now got a very strong Post Roof set away two North Headways's [sic] so in a very short time will get all the men into the Westway. I carefully examin'd [examined] all the waste and am well satisfied the neglect has been on the Trapers for the greatest body of the Inflammable Air has been at the face ord'd two Drifts to go from the Bush Pit to the West Dyke works now ab't [about] 10 Keels pp [per] day.

[NEIMME-East-10a-072]

Chirton Thursday April 24th 1766

Went to Mr Lawson's and got the damage's [sic] of the W.way [wagonway] settled. Viz:

A Survey of the Additional damage Grounds in Hylton Lawson Esq. Estate at Chirton made by W.way'r [wagonwayer] "Cartwayers Pit Heaps" taken March 11th 1766. From the time the Additional Damage was made to may day 1766. New [?Stile?]

y'rs	days		A [acres]	R [roods]	P [sq. poles]	£	[s]	[d]
3	159	In the Chirton Pit field Mr Kerr Ten't [tenant] begun March 1762 at £6 pp [per] Acre being double Rent'd [rented]	2	0	24	41	6	3
3	202	Rose Pit field Mr Kerr Ten't begun Oct'r 10 th 1762 at £6 pp [per] Acre	1	1	06	26	9	10¼
3		Turnpike pit field begun May 1763 at 5/10 [£/s] pp [per] Acre		1		4	2	6
2	348	Three Nooke Close Messrs Hampton and Hutchinson Ten'ts [tenants] begun May 17 th 1763 at 5/10 [£/s] pp [per] Acre		1	16	5	13	8½
2	348	Mrs Taylor's Grounds damag'd by the West Waggonwayer begun May 17 th 1763 at 5/10 [£/s] pp [per] Acre		2	26	9	15	8
1	361	In the Horse Close pit field Pit Heap and Cart Road begun May 4 th 1764 at £8 pp [per] Acre	1	0	35	19	7	10½
1	125	In D'o [ditto] by the W.way begun Dec'r 26 th 1764 at £8 pp [per] Acre			30	2		3¼
		Tot'l [total]	6		17	108	16	2

Went down the Goodint'n [Good Intention] Pit at Preston, the waterlevel is now ab't [about] 80 yards from the Shaft and got a upcast Dyke that way, recommends to put an East'd [eastward] to the Bound'ry [boundary] and fix a Pump to lift the water while the Coal that's underlevel be wrought off there is great Trade for the Coals agreed w'th [with] Mich'l {Michael} Rutter to make a Stable Bord ready for 10s [ten shillings].

At Tinmouth Moor went to Examine the Bills but Hall was not at home did not see them the North waterlevel is 55 yd's [yards] front the last Sunk Stapple [Staple shaft: An underground shaft connecting 2 or more levels of mine but not reaching surface], has got the Thill of the Coal I find it will not be prudent to set over the Mgate [mothergate: main roadway] from the Betty Pit as she is

ab't [about] 5 Fatho's [fathoms] downcast to the Northw'd [northward].The Easter pit works very good Coals, but there is no trade yet.

[NEIMME-East-10a-073]

Tanfield Moor Friday April 25th 1766

Met Mr Dobson & Emmerson consid'd [considered] ab't [about] the Nain Coal Drifts but cannot give any directions ab't [about] her till sees the face the Run Pit is not yet ready for Coal works.

Lin'd [lined] from the Brook pit to the Int'd [intended] New pit down the Eastway and into the Hutton Seam Wat'l [waterlevel]

		C Lin [Chains.Links]
1 st	S53½E	0.20
2	N84E	3.20
3	S15½E	.54
4	N82¼E	1.38
5	S30¼E	.49
6	S20E	1.02
7	S72E	.56 To Drift end
8	S12½E	1.97
9	S24½E	1.24
10	S29½E	1.23
11	S48E	0.55
12	S82E	.41
13	N80E	1.67
14	S66½E	.33
15	S29E	.75
16	S15E	.38
17	S18½E	1.33
18	S6½E	2.01
19	S8½E	.98
20	S12¼E	4.40
21	S16½E	.80
22	S32½E	2.20
23	S34½E	.83
24	S16¼E	2.40
25	S42½E	.42
26	S61E	.56
27	S40W	.50
28	S14W	1.33 To the Int'd [intended] new pit

Tanfield Moor Edge same day

A Staple is Sink'g [sinking] upon the Offtake Drift to ridd [rid] that part w'ch [which] is ffalen [fallen]. The New Sink'g [sinking] pit to work the Hard Coal in the Dip side of the Main Dyke is now 15 fatho's [fathoms] Sunk.

Went to Beamish & from there to Newcastle.

Saturday went to Newcastle to meet Walker Owners but Mr Ord was not there got nothing settled ab't [about] the Colliery.

Sunday at Throckley mak'g [making] Mr Jones Plan'g [planning] and Mr Lawson's Acco't [account] of the Damage Grounds at Chirton Estate.

West Denton Monday April 28th 1766

Design'd [designed] the Staith at the East end of Mr Blacketts at Lemington. Length of the Geers at the Tunn Rail to be 22 feet the Headstock to be rais'd [raised] 6 feet 6 Ins above the Surface of the Earth. The Tunn rail to be 30 feet from the Front of the Key [quay].

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Length of the Staith two Keel births [berths] or 30 yards and breadth from the front backw'd [backward] to the back wall is 22 yards, length of the Ongate from the Headstock to the join'g [joining] of Mr Blacketts Staith is 90 yards and at 10 feet dist'ce [distance] for every pair of Geers will be 27 pair. The Ongate to fall one Inch in every y'd [yard] for 100 yd's [yards] more Eastw'd [eastward], the W.way [wagonway] to fall 1¼ Ins [inches] pp [per] yard and from thence to the [] pit is 80 yd's [yards] more to fall at the rate of ¾ Ins [inches] in every yard. Try'd [tried] the int'd [intended] w.way [wagonway] from the North Int'd [intended] pit and finds the fall near the Ongate to be ab't [about] 3 Ins [inches] in every yard.

Rise Moor Colliery April 28th 1766

Went w'th [with] Mr Waters and Exa'd [examined] the w.ways [waggonways] from the Staith to the Colliery's expects on Thursday first to Lead Coals from Mickley Colliery the Way is not yet got into good condition, the Stone Drift wants now ab't [about] 32yd's [yards] to the first Coal Pit.

South Moor Tuesday April 29th 1766

Meas'd [measured] the Int'd [intended] W.ways [waggonways] from the SE Corner of Mr Davison's Park Wall.

	Cha' Lin
In Mr Davison	18
In [the] Bishop	143
In Sir Ra [Ralph] Milbanke B't [Baronet] to Turnp'ke [turnpike] Road	145
In Sundries to an Int'd [intended] Staith at North Biddick by way of Lambton	202.38
	508.38
By the Present W.way [wagonway] thro' Harraton Outside	Cha:
In Mr Davison	18
In the Bishop	143
In Sir Ra [Ralph] Milbanke to the Turnpike Road	145
Carr's	22.40
Hepple and Co.	20
a Lane	1.28
Fishes	14.20
Hepple and Co.	11.50
The Present W.way [wagonway] thro' Harraton Outside to avoid Lambton	124
Fatfield	45

North Biddick to the Staith	15
	559.38

Turn over

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Again by a Way thro' Birtley Grounds	Cha: Lin
In Davison	18
Bishop	94.7
Bewick	7.40
Sir Ra [Ralph] Milbanke B't [Baronet]	34
Bewick	36.20
Sir Ra [Ralph] Milbanke B'd [boundary] Ouston	92
Humble to the North House in Portobella	64
Bishop ab't [about]	4
Harraton Outside	117
North Biddick to the Int'd [intended] Staith	40
	Tot'l [total] 507.3

Waldridge near Chester-le-Street Tuesday April 29th 1766

There is a Coalpit work'g [working on the West side of the West lane ab't [about] 1½ mile from Chester-le-Street & won by a Level from Chester boun [boundary] from the Acco't [account] I receive from John Allison of the Pit House she has wrought ab't [about] 9 years, he says has always p'd [paid] the Cash for the Coal sold to John Allison of Ouston. The materials such as Trams, Sledges, Shovels etc. were brought from Fatfield Colliery, for the use of this Colliery; she app'd [appeared] from the depth she lays at viz. ab't [about] 24 Fatho' [fathoms] by report to be the Main Coal Seam so undoubtedly the Maudlin, Low Main, and Hutton Seams will lay under and may probably be in a Perfection etc. as the Waterlevel Couse runs ab't [about] SE and NW the s'd [said] Win'g [winning] from Chester Course will lay some Hundreds of Acres of Coal Dry in the s'd [said] Main Coal Seam; the Coal is very good and bournes [burns] well: This Colliery belongs to Sir Ra [Ralph] Milbanke Baro't [Baronet] but was unknown to him that any Coals were ever wrought there.

West Aukland Wednesday April 30th 1766

The delivery Drift is advancing fast forw'd [forward] has got the foundation of the Engine House Cutt ab't [about] 6 feet depth washout ab't [about] 70 Trees for the use of the Engine Crib wood. The Engine Pit will be ab't [about] 23½ Fatho' [fathoms] deep from the Surface of the Earth.

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Mickley Moor May 1st 1766

At Stella ab't [about] 7 o'clock in the morning 14 Wag's [waggons] set out and the first got to the pitts in 1½ hour filled in 20 min stopt [stopped] 20 min: till the other Wagg's [waggons] fill'd [filled] and went down to the Staith in 1½ & 5 min; 9 Waggons makes nearly 8 Chald's [chaldrons] as may be. The afternoon was spent w'th [with] rejoicing the Gun Fired and many healths were drunk.

Walker Friday May 2nd 1766

Met Mr Ord and Mr Brown at the Colliery cons'd [considered] ab't [about] the Meatal [metal] work for the New Engine and gave Mr Hodgson dimensions the Pits now works very well, show'd [showed] Mr Brown the NE water'l [waterlevel] Drift w'ch [which] is 90 yards from the Trap Doors in the M.Gate [mothergate] East'd [eastward] from the Ann Pit.

Saturday & Sunday at Benwell. The Engine is now Sunk 17 Fathoms from the Surface has as much water as the Engine can draw w'th [with] 15 In'h [inch] pump, is now in the Post but a very good workable Stone the sooner the Gin is set on the Aston Pit the better to try to Sink her.

Monday May 5th 1766

Met Mr Brown at the Engine at Benwell. The Borhole in the Chester Pit Sunhe & Bor'd [bored] 30 Fathoms. Went to Gibside to see Cuth't [Cuthbert] Palliser for him to meet Mr Brown tomorrow to measure the wood work at Stella Staith.

Stella Tuesday May 6th 1766

In the fore noon went to Crawcrook and meas'd [measured] several batts & Battery's [sic] in John Reeds Barg'n.[bargain]. I in the afternoon came to the Staith, viz.

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Matt'w [Matthew]Waters Esq'r & part'rs [partners]

To Cha's [Charles] Howe & part'rs [partners]

For Carpenter work at Stella Staith

Hulbirths	[?]		£	[s]	[d]
5	25	Of Main Ongate at 48 s [shillings] pp [per]	13	6	8
8	10	Of Main Staith & Spout Heads at 42 s [shillings] pp [per]	17	5	4
8	34	Of Offgates at 30 s [shillings] pp [per]	13	2	8
		135 yards of Lining w'th [with] Beach in the Sunk half rail thickness at 1½ d [pence] pp [per] yd [yard] (Viz. on double rails)		16	10½
		31 Shutts at 3 sh. [shillings] each	4	13	
		3 Main Spouts at 10 sh. [shillings] each	1	10	
		369½ Squares of Roofing at 3/3 s/d [shillings/pence] pp [per]	60		10½
		111 yards of Coping at 4d [pence] pp [per] yard	1	17	
		222 yd's [yards] of flooring w'th [with] Oak at 2d [pence] pp [per]	1	17	
		41 yd's [yards] of flooring w'th [with] Fir at 1½ d [pence] pp [per]		5	1½
		61 Fenders at 10 d [pence]	2	10	10
		4 Twin Rails at 10 s [shillings] each	2		
		To a Cabin	2		
		3 Staith Gates	1	1	
		Casing boards and Clead'g [cladding] the ends of the Staith	1	1	
			123	7	4½

Tanf'd [Tanfield] Moor edge Wednesday May 7th 1766

Went w'th [with] Mr Brown to this Colliery. I find there is a Stapple Sunk upon the Offtake Drift but not in the place I ord'd [ordered]. I agreed w'th [with] Puncheon to Sink it at all events for 7/6 s/d pp [per] Fathom.

The pits are idle on Acco't [account] of bad weather. The New pit on the dip side of the Main Dyke is now 15 fatho's [fathoms] Sunk is working the Brass Thill seam in the Duke pit w'ch [which] is ab't [about] 28 Fat. [fathoms] deep from the Surface there is Drift from the Shaft runs West'd [westward] to the Recovery pit in Busblades so must leave a wall or pillar of Coal on each side to keep her open for an Air Course. Mr Newton asks £13.5 pp [per] Ten for working the Brass Thill Seam. There are some Overcharges made in last Bill but to put an end to shift work [?] they were submitted to be paid.

Tanfield Moor May 7th 1766 Rob Strobes bor'd [bored] a Hole 5½ Fatho's [fathoms] to the Stone head where the New Waterlevel pit is Int'd [intended] to be Sunk on the SE side of the Moor as stak'd [staked] out above Ground. Is now well off the water at the Run pit Staple to get into the Main Coal Drifts.

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Walker Thursday May 8th 1766

The NE Wat'l [waterlevel] goes very well forw'd [forward] is now 97 yd's [yards] East from the Trapdoors in the Mo.Gate [mothergate] East from the Ann pit and ab't [about] 320 yards in a direct Line from the Engines she has been drove very badly for has left bad Pillars between the two drifts & in places hold [holed] the one into the other. The Pump that lifts the water in the Ann pit M.Gate [mothergate] can by tak'g [taking] up some Level & putting some Stone down above [?] s'd [said] lay her off. There is ab't [about] 10 Bords going in this East way but hopes in a short time to get them laid off when gets more won out in the dip side of the West Dyke. Is still tak'g [taking] up some Level in the SW waterlevel in Cha' [Charles] Bainbridge's Bargain; is also near the face driv'g [driving] two South Headways's [sic] to be ready if any Accid't [accident] should happen the Engine drown the West pit East way. The two West Bords are now 430 yd's [yards] from the Wes Pit and is supposed to want 70 yards to the Thistle Pit Dyke. Tho' [though] are sev'l [several] Bords too wide in the West pit East way for w'ch [which] the men [?must?] be punished. I ex'd [examined] the waste in sev'l [several] places I find on the dip side of the SW waterlevel where the Bords are laid off not very clean ord'd [ordered] the Air may be push'd [pushed] in there.

Mickley Moor Friday May 9th 1766

Took the Horizontal Situation of the Borholes [boreholes] and pitts [pits] in this Colliery and Lin'd [lined] the Works and Wat'l [waterlevel] Drifts. Viz:

Bank Level	Fat. [fathoms]	Y'd [yards]	F [feet]	In [inches]
From the Wat'l [waterlevel] Drift to the 1 st Borhole is [?] of Gro'd [ground]	18	1	2	0
From - ditto to the 2 nd - ditto	6		2	6
From - ditto to the 3 rd - ditto	35		2	0

From - ditto to the 4 th - ditto	35	1	0	3
---	----	---	---	---

Depth of		
1 st Borhole 15 Fatho' [fathoms] to a 3/5 Ft/Ins Seam & at 19.0.2.10 Fat. Y'd.Ft.Ins a Coal 3/3 Ft/Ins Seam		
	Upper Coal or To 6 Qua'r Coal	Or Under Coal To 5 Qua'r Coal
	Fat. Y'd F In	Fat. Y'd F In
2 nd Hole depth	10	27
3rd Hole		31
4 th Hole Of the Coal pit to the Thill of the 6 Qua'r Coal		19.1

Turn over

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Mickley

Lin'd [lined] from the Coal Pit Shaft called the Bella Pit

[Seam]	[° [degrees]]	Cha.Lin [Chains.Links]
1 st	N8W	0.19
2	N19E	1.12 at 2 [?] fm [from] the NE Wat'l [waterlevel] Coal Drift
3	N22E	0.45
4	N8E	.35
5	N25E	.37
6	N16½E	.56 to the face & 18 yds short of the Sinking pit

From the Shaft

[Seam]	[° [degrees]]	Lin [Links]
1 st	N76W	.32
2	S75½W	.70
	S80W	Offset to the face of the M.Gate 49 yds
		Yds [yards]
1 st West'd		38 up
2 ditto		27
3 ditto	At 1.25 C.Lin	20
4 ditto	@185	6 To a Trouble & same ab't [] yds South from the Shaft
	230 ditto	15
Sta:	277 ditto	15
		C.Lin
4	S18E	0.39 at 39 Lin a West'd 6 yd
5 th	N64½E	1.13 Into Even on S.Head
	S16½E	Offset 0.60 C.Lin to face of S.Head
		At 40 Lin a East'd 9 yd
		At 55 [Lin] a West'd 12 [yd]

6 th	N15½W	2.80 C.Lin to Shaft
		At 12 Lin a East'd 26 yd
		At 60 a ditto 34 Walls Hol'd at 25 yd
		At 105 a ditto 40
		At 145 a ditto 45
		At 180 a ditto 40 yd & laid off

Lin'd the NE Wat'l [waterlevel] Coal Drift from the Drift end

[Seam]	[° [degrees]]	Cha.Lin [Chains.Links]
1 st	N58W	0.64
2	S88½W	.77
3	N67½W	.27
4	N51½W	.60 at 20 Lin a S.Head & one West 26 yd
5	N62½W	.23
6	N64W	.61
7	N66W	.71 to face of Wat'l [waterlevel] Drift

I find there are sev'l several Bords too wide in this pit on the SE side of the Shaft. The Coal is slender to the Southw'd [southward]. Ord'd [ordered] the S.Headw's [south headways] may go no further yet, but win out places a Pillar to the West. As there is no water in the Coal Drift they have gone too much to the Dip in sev'l several places. Ord'd [ordered] water may be got in & the Level try'd [tried].

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Throckley Saturday May 10th 1766

Viewed the Sate & Situation of Throckley and Heddon West Tyne Level Drift from the beginning in Heddon banks to the Softley pit Staple she is drove first in Stone ab't [about] 150 yards Waterlevel where the Main Coal seam is cut at ab't [about] 70 yd's [yards] West from the Softley pit. The Timber is very sufficient and the Drift very true Level observes the Softley pit the s'd [said] may be necessary to cover up the Shaft to prevent Stones or Rubbish being thrown down as the wat'l [waterlevel] Drift comes thro [through] the South side at ab't [about] 20 yd's [yards] to the East'd [eastward] from the Softley pit, has lost Level w'ch [which] may be ab't [about] 18 Ins [inches] in going 170 yd's [yards] East'd [eastward] to a Drift Head. Put down 5 yd's [yards] in the Rich'd pit work'gs [workings]; if the level were brought up w'd [would] lay that Head dry at ab't [about] the Thill of the s'd [said] Main Coal. To effectually clean that wat'l [waterlevel] Drift so far as the West Dyke recommends the Level may be first brought up and the drift clean'd [cleaned] & sludged to the William pit Shaft w'ch [which] is ab't [about] 470 yd's [yards] in all w'd [would] lay the water ab't [about] one foot lower at the West Dyke in the Thistle pit for whenever a large feeder of water comes to be thrown into that Level it will be impassable for most of the way between the Rich'd [Richard] pit work'g [working] and William pit Shaft, is not less than 15 ins [inches] deep w'th [with] Sludges & Stones at present. Continued to the East'd [eastward] and w'th [with] some difficulty got there. The Thistle pit West Dyke into the thistle pit work'gs [workings] in the s'd [said] Main Coal Seam The pillars are wrought in this pit and has been wrought too near the wat'l [waterlevel] Drift on the East side of the s'd [said] Dyke & brought a Creep she is sore fallen so far as could go East'd [eastward]. Observes also if the water was laid lower in the Drift West of the s'd [said] Thistle pit Dyke w'd [would] gain no level for

the water is only ab't [about] 3 ins [inches] deep on the East side of the s'd [said] Dyke without continuing the Level thro [through] the Thistle pit Old Waste and the wat'l [waterlevel] Drift to the East from the Thistle pit w'ch [which] We don't think advisable & recommends the Drift may be continued thro [through] the s'd [said]Thistle pit Old Work'gs [workings] and a Communication may be made before the East Drift is drove any further.

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Sunday May 11th 1766. Making a Plan'g [planning] for Mr Waters of Mickley Moor Colliery.

Benwell Monday May 12th 1766

Making Sundry Acco'ts [accounts] & Plans.

Heworth Tuesday May 13th 1766

At this Colliery Viewed the Main Coal Seam first in the Old Engine Pit which is about [] Fathoms deep. I find the South Headways has got the 10 Fath'm [fathom] Dyke at about 300 yards from the Shaft. There are about 8 West Bords has each ab't [about] 15 yards to go to hole into the Old Workings, this Headways is Set away ab't [about] 25 yd's [yards] East of the said Shaft & at 30 yards So [south] from the said Headways & East 40 yards in the face of the WLevel [water level] Stone Drift. This Bord has been putt down by virtue of Pumps and is now Drown'd [drowned] with Water 40 yards Backw'd [backward] from the face. This Level from the Mettle Coal will lay dry ab't [about] 100 yd's [yards] of Whole Coal in the Main Coal Seam below all the Old Workings. I find the Mettle Coal Drift is about 250 yd's [yards] Soutw'd [southward] from the s'd [said] Shaft. She is ab't [about] 24 In's [inches] thick . Is Sinking a New Stapple from the said Main Coal to the Mettle Coal of 70 Feet by 6 Feet to Admit a Brattice [partition, typically of wood or cloth, erected in a mine for ventilation] for Air but may Convey Air down One Stapple & up the other and Sinks the new One about 4 Feet 6 In's [inches] Diam'r [diameter] which would be a Considerable Saving in the Sink'g [sinking] also the Expense of Putting in the Brattice saves many stop'gs [stoppings] making up & have a good deal more Air.

In the N East side at about 100 yards North from the MGate [mothergate: main roadway] Eastw'd [eastward] has Set away a Drift & to be Drove N West thro [through] the Old Workings to some whole Coal left there. Ord'd [ordered] that Drift may be speedily drove or otherwise will want Coal before a Suff't [sufficient] No. [number] of Bords be won by Virtue of s'd [said] Stone Drift the Coals Work very foul but of a better Quality than these are in the Second Pit. The s'd [said] Mettle Coal Drift is intended to be Drove thro [through] the 10 Fath'm [fathom] Dyke to W [to westward] in the s'd [said] Main Coal on the Dip side thereof and Work the Coal to the Second Pit, has Hol'd [holed] a NW Headways into the Drown'd [drowned] Waste a little to the Westward from the Red House in the Lane as Lin'd [lined] above Ground.

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Tanfield Moor & Tanfield Moor edge May 15th 1766

At Tanfield Moor edge I find the New Pit Sinking to the Hard Coal Seam is now 17 Fathoms Sunk, is working the Brass Thill Seam in the Duke Pit & the Coals look very well. The North Headwayer is

turn'd [turned] on the upper side of an upcast Dyke at about 15 yards West from the Shaft and 5 Bords Won out. Ord'd [ordered] that the Headways may be Drove Constantly in order to get more places.

The Fire Engine is Drawing Water, but the most of it does down the Shaft again, ord'd [orders] her to be stop't [stopped] and a Dam that is in the Entrance of the Offtake Drift to be Rais'd [raised] to the Roof as there is level from the top of the Cistern to dome it off.

Tanf'd [Tanfield] Moor

Viewed the main Coal Water Level Drift & I find She is begun about 120 yards NWard [northward] from Tanfield Moor Dayhole and drove in Opencast & Stone Drift about 150 yards till it Cutts [cuts] the Main Coal Seam at Downcast Dyke. The Workings of Burnopefield Coll'y [colliery] is hol'd [holed] into this Waterlevel Drift.

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Got to the Skipsey Pit and finds there is a Drift drove from about 10 yards on the North side of her into Burnopefield Coll'y [colliery] then from the s'd [said Skipsey Pit got Southw'd [southward] 60 yards to another Drift drove Eastw'd [eastward] but could not get into her for Sludge, there is very Little Water comes down her could advance only about 10 yards further. She has been Wr't [wrought] by Pumps or sunk like means & now Drown'd [drowned] with Water. The most advisable way to loose this Drift or Lay it dry is to turn the Water into the Hutton Seam down the East Stapple and Dam it back then lift the Water in the Main Drift by Lay'g [laying] it, till gets to the Middle Stapple for She is about 6 feet Drown'd [drowned]. Intend to fix a Bump at the s'd [said] Middle Stapple and raise it 7 Feet ppend'r [perpendicular] to the Level at Burnopefield Drift and which will lay the Run Pit Stapple dry. If this Main Coal Drift was drove Soutw'd [southward] is said there is some Whole Coal Lays in a Swilley {steep sided dip or basin shape affecting a seam or roadway} to the West from the Wat'l [waterlevel] pit and Hutton Seam. Mark'd [marked] out the Pillars that I mean to Work to the Run Pit.

Throckley May 16th 1766

I find that James Waddle has begun to take up Level from the Richard Pit in the Heddon Estate Eastw'd [eastward] to lay a dip Headways dry also to Sludge Out the Water Level Drift & take Out all the Stones that Lay therein to the William Pit Headways.

Went down the Thistle Pit. I finds She will not last above One Week in the Main Coal Seam which is about 39 Fatho's [fathoms] to the Thill of the three Quarter Coal & about 40½ Fathoms to the Thill of the Stone Drift, proper regards has not been made to Leave Sufficient next the Water Level for She has thrusten & made Several falls, recommends after the Drift is properly Sludged out from the said Richard Pit Workings to the Thistle Pit West Dyke then to take up Level to a dip Headways which will be about 70 yards then to put a Dam at the Good Luck Pit Stapple which will try the Level of the East Stone Drift Effectually them may with some Certainty make a Commun'tn -communication] from East to West thro [through] the waiste [waste].

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Saturday May 17th 1766

Making a Cobby [copy] of a Plan of South Moor, Hiphill, Tanfield, Tanf'd [Tanfield] Moor & etc. for Mr Davison.

May 18th

Trying In'o [Inigo] Ruds Measurements of Rise Moor W Ways [wagonways].

Benwell May 19th

The Engine Pit is now about 18½ Fathoms Sunk and the Water is so very hot cannot Stop half a Stroke with a 15 Inch Bore but the Sinkers are Obligated to Come to [?Bank?] is now in a Whole Cost but a very good Working Stone.

Fatfield Colliery May 20th 1766

Mr Edw'd [Edward] Smith, Rob't [Robert] Donkin, Ra' [Ralph] Allinson, Tho's [Thomas] Gibson, Rich'd [Richard] Brown & self, have this day Viewed this Colliery and on the 21st Viewed Ouston Colliery has not got the Report Settled.

Thursday May 22nd at Newcastle met Mr Morrison, Mr Brown, Mr Smith, Mr Unthank and others in order to settle & sign a valuation belonging to Sir Ralph Milbank Baro't [Baronet] of his Colliery's at Fatfield and Ouston.

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Walker Friday May 23rd 1766

Exam'd [examined] the Bills and ord'd [ordered] sev'l [several] Necessarys ab't [about] the Colliery. The NE waterlevel Drifts are neglected very much and so is the SW waterlevels for all I agreed with Cha's [Charles] Bainbridge some time since to get her forward.

Byker same day. Went down the Success Pit and find the South Headways that's going to St. Anthony's is 7½ yards in, ord'd [ordered] a East Drift may be drove to the Engine pit in the Stone for an Air Course. The pumps stands ab't [about] 9 feet ppend'r [perpendicular] from the bottom of the Sump. There are four Juds [blocks of coal cut by the hewer at the face ready to be got down] working to the NW but thinks it would be better to avoid working there as soon as possible.

Benwell Saturday & Sunday May 24 & 25 1766

Making a report of Fatfield & Ouston Colliery's [collieries].

Tanfield Moor May 26th 1766

I find the Level is begun at the East Staple (viz that near Mr Newtons House) the Dayhole in the Cape pit workings is now 12 yd's [yards] in; is working the Brook pit and Huttom seam to the SW in order to loose the Cape pit, and also work'g [working] the Run pit to the NE to the Catch pit workings.

Tanfield Moor edge. I find the Engine is got to work again but the water is ab't [about] 18 Inches deep above the Barroway in the Hopewell pit Shaft in Busblades Colliery so that; that pit is laid off. I find Mr Ridley cannot raise the Quantity w'th [with] the men that are bound to this Colliery. The Sinking pit going to the Hard Coal Seam is now 19 Fathoms down and will want ab't [about] 5 Fatho's [fathoms] more to the bottom pf a Stone Drift drove from the Fortune Pit; there is a good deal of water in this pit but can

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throw it into the s'd [said] Stone Drift and what water is below must be delivered there. There are 7 Bords won out in the Duke pit Brass Thill Seam that is three on the SW side and four on the NW side, the said Headways is turn'd [turned] away at 20 yards West from the s'd [said] Fortune pit Shaft. The Seam is 4 F [feet] 10 In [inches] high clean Coal but Coarse at the bottom for 18 Inches high, they work round. Is also working the Success pit in the Hard Coal Seam w'ch [which] is a better Coal in quality that the Brass Thill Seam but tender does not stand the weather well.

Fenham Tuesday 27th May 1766

Went to Fenham and design'd [designed] the Ash hole for an Engine house in order to set the masons to work, is to be 2 feet wide inside and 30 Ins [inches] long from the back side to the Fire door frame, height to be 18 Inches from the bottom of the Ash hole to the underside of the Bearing Barrs and from the top of the Upper Barrs to the Laggons of the Boiler to be 2 feet.

The Boiler is 5 feet Diam'r [diameter] and Cylinder 14 Inches fix'd [fixed] on the Flews to be 15 Inches wide and 2 feet high. Chimney to go up in the West corner and the size to be 16 Inches by 9 Inches inside.

Benwell May 28th 1766

Making a Copy of a Valuation for Ra [Ralph] Milbank Bar't [baronet] Stock at Fatfield & Ouston.

Thursday settling the s'd [said] Valuation w'th [with] Mr Brown, Mr Edw'd [Edward] Smith, Mr Unthank, Mr Cuth. [Cuthbert] Palliser and others.

Benwell Friday and Saturday May 29th & 30th 1766

Attending at the Engine mostly this time, the Sinkers in the Engine pit gets slowly form'd [formed] for has got an additional feeder of water the Engine w'th [with] a 15 Inch pump cannot keep her down.

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Sunday June 1st Went to Throckley met Mr Donkin in order to settle Fatfield Colliery and Ouston Veins Reports.

Walker Colliery June 2nd 1766

This Colliery is still in a bad state what for want of Coal and meeting with so many troubles makes her very troublesome and expensive for in the West Engine Pit workings to the SE is now considerably underlevel of the said Engine so that an Accident w'ch [which] may probably happen to stop the s'd [said] Engine wou'd [would] in two days drown these works and as there are no other places won out n'd [need] totally stop the workings in this pit (except a Barroway be made to Lead the Coals from the workings in the Ann Pit) I find the SW waterlevel is standing w'ch [which] shou'd [should] not be suffered, therefore if it is allowed and men cannot be got to keep her going makes a great stop ord'd [ordered] two Headways's [sic] to go South from the s'd [said] Waterlevel w'ch [which] is now 12 yards in and may secure some places there if trouble does not interfere.

In the Ann Pit is working to the NE at ab't [about] 275 yards East from the even on North Headways set away 22 yards North from the s'd [said] Shaft and then has made a wining [winning] Head'g [heading] 168 yards Northward from th es'd [said] East Bord. The NE waterlevel is now from the sais Shaft first North 22 yd's [yards] then East 390 yards to a Hole made in the s'd [said] Level from the said Ann Pit then NEward 100 yards to the face of the s'd [said] Waterlevel Drift from the s'd [said] Engine is Working two Bords over the West Dyke at ab't [about] 240 yards West from the [said] Shaft, ord'd [ordered] a North Headw'r [headways] and South Headw's [headways] may be drove to get places to put the men in now when hot weather is coming on.

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Newbenton Tuesday June 3rd 1766

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Chirton June 3rd 1766

At the good intent Pit at Preston Coll'ry [colliery] the Mothergate West wants ab't [about] 12 yards to go to hole into the Luckey Pit workings and the Bords on the South side want ab't [about] 10 yards one with another so that the s'd [said] Bords will soon be cut off and also into Bords on the North side of the s'd [said] Mothergate, wants each ab't [about] 15 yards to go, to hole into the s'd [said] Luckey Pit workings; the waterlevel is Dyk'd [dyked] and near the Bound'ry [boundary]. At ab't [about] 100 yards from the s'd [said] Pit ord'd [ordered] a North Headw's [headways] to be set away at ab't [about] 20 yards backw'd [backward] from the face in order places against the pres't [present] ones be hol'd [holed], also ord'd [ordered] two Bords may be drove East to the dip of the waterlevel to win out places there, w'ch [which] will get four Bords, each at 25 yards to go.

Tanfield Moor edge Thursday June 5th 1766

I find the Engine Lowers the water very slowly for there is 6 Inches of water in the Hopwell pit above the Barroway. I also find Mr Newton woll not push the North Headways and get out places for I find by his talk he wants Mr Ridley to be at that expense but Mr Newton sh'd [should] do it till he have a sufficient number of places for all the men. The New Pit for the Hard Coal seam is 21 Fatho's [fathoms] Sunk. Is working 10 Score a day at the Success Pit and 12 Score at the Duke pit & Braser Thill Seam.

omit'd [omitted] Rise Moor Wednesday June 4th 1766

First measu'd [measured] the waggon way from the end of John Christy's work to the East end of the Gaurds [Guards] Battery to 3000 yards and also took the diff't [different] heights and found the Solidity so that every yard in Length of Cutt and Battery shou'd [should] be ab't [about] 5½ d [pence] pp [per] yard. The Stone Drift at Rise Moor wants ab't [about] 32 yards to the First Coal Pit. The Drifters neglects their work very much and their excuse for want of Air so went down the Venture Pit and found

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a Hole in the Stopping [stopping] in the Back Drift near the Shaft but notwithstanding the Air is very good at the face.

Mickley Coal Drift is ab't [about] 2 feet underlevel and drown'd [drowned] with water – works ab't [about] 12 Scor pp [per] day.

Fatfield Friday June 6th 1766

The pay day agreed w'th [with] the Overmen to drive Headways, Watts finds Oyle [oil] and Candles etc. in each pit for one month and then they are to deliver an Acco't [account] what they pay. There are still charges w'ch [which] appears to me to be overcharges but as Ra. [Ralph] Allinson says they are just so long must be agreed to and paid.

Newcastle Saturday June 7th 1766

Met Mr Yellowley and Mr Brown and agreed w'th [with] John Reed to Level lay and fill sleeper height make foot gangs, Gutters etc. etc. for 8 d [pence] pp [per] Runing [running] yard to [cut] the Cutts at the Level of the main way and the Battery near the Gaurds [Guards] House to be rais'd [raised] within 2 feet of the Level of the s'd [said] main way, also to make proper Stopes [stops] in the Cutts.

Throckley Sunday June 8th 1766

Making a Calculation of South Moor Colliery for Sir Ralph Milbank Baro't [Baronet] Mr Davison etc. etc.

Benwell Monday June 9th 1766

In the morning making a Report of Newbenton Colliery and then went to Fenham to Lord Ch. [Charles] Baron Ord w'th [with] it, has got up the 75 Inch Cylender [cylinder] and now taking up the bottom from the Stone Key to be ready.

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Tanfield Moor edge Tuesday June 7th 1766

Went to this Colliery w'th [with] Mr Brown and I find the Engine is stand'g [standing] so that the water is higher than it was last time I was at this Colliery, has got the offtake Drift [?ridd's?] [riddled/raked] and secured from the beginning to the Engine Pit. The New Sinking pit is 23 Fatho's [fathoms] Sunk. The Duke pit North Headways goes slowly forward for has only got four West'd [westward] Bords out and three on the South side, those Headways's [sic] is sett away at 20 yards West from the s'd [said] Shaft. The Coal is 4 feet 10 In [inches] high coarse at the Bottom, the larger heap [heap] of Coals at the Success Pit is much lessened so hopes to get them fast away.

Tanfield Moor June 10th 1766

Went into the Dayhole and down the Middle Stapple into the Main Coal Drifts and finds can get 100 yards South Headways Course towards the Run pit Stapple and as the distance between these Staples is 137 yards will the want 37 yards to go but finds a Sump had been put down and a Level made; made a Tryal [try] in the Run pit Staple but could not find the ingate on top of the Coal. The pillars in the Hutton Seam are very bad only 4 or 5 yards thick so that great Loss will certainly be in working them, is at present working the pillars to the NE to adjoining the Catch Pit, thinks it may be as well to work off these pillars to the westward to Burnopfield Boundary for care must be taken to

support and leave open a way in the Hutton Seam that the Main Coal Drift may probably come under.

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Wednesday June 11th 1766 went to Skinner bourn [burn] wth [with] a draw'g [drawing] and brought a piece that putts onto the Cylender bottom for Benwell Colliery.

Benwell Thursday June the 12th 1766

Making Walker plan for the Colliery.

Rise moor Friday June 13th 1766

At this Colliery the Stone Drift wants now ab't [about] 30 yards to the First Coal pit is going to make ready the Dog pit and Timber her at Top. At Mickley works 14 Score pp [per] Day in the 5 Quart'r [quarter] Coal seam has got pit down to the upper or 6 Quart'r [quarter] Coal which is 23 Fa's [fathoms] 0 y'd [yards] 1 foot 4 In [inches] deep, the level will run ab't [about] 20 yd's [yards] to the dip of the s'd [said] pit agreed wth [with] John Reed to make 27 foot Gin for the Dog pit for £7. Measured off sev'l [several] Cutts & Battery's [sic].

Benwell Saturday June 13 [June 14th] 1766

Got the Bills Exam'd [examined] and pay made ab't [about] 10 o'Clock. Agreed wth [with] John Elliott to rid out the pond at Benwell for 11 d [pence] pp [per] Score. Got ip the Cylender bottom and peston [piston] but will be Stop't -stopped] for want of the Smiths attended the people all day. Sunday at Benwell all day making a plan of Walker Work'g [working].

Monday June 16th 1766

Attend'g [attending] Mr Shafto all day ab't [about] Denton Lease between Mr Montague and Mr Shafto.

Chester-le-Street June 17th 1766

Met the Rev'd W Westell at Chester who desir'd [desired] Mt Ric'd [Richard] Brown & Ch's [Charles] Bedington yo view a Colliery called Stella's Colliery near the Flatts under w'ch [which] the Hutton Seam lays at ab't [about] 70 Feet Deep and is expected to be very good, the Upper Main Coal and part of the 5 Quarter Coal is wr't [wrought] many years since be [by] the Allens. It is bound'd [bounded] to the SW by Mr William Lowes and Allen's Brunt House Estate on the SW

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side of Stella's Gill to the Northw'd [northward] by a Lane that Leads from Pelton to the Flatts etc. to the Southw'd [southward] from the Bishops to the Eastw'd [eastward] by Flatts Colliery w'ch [which] Contains by Computation [computation] ab't [about] 180 Acres exclusive of ab't [about] 140 Acres w'ch [which] is in partnership wth [with] Lowes and Westell. There are also ab't [about] 40 Acres of on the Northside of the s'd [said] Lane called the Breckers beds under wh'ch [which] the Colliery belongs to Mr Westell is bound'd [bounded] to the South by the s'd [said] Lane to the SW by Sir Ra. [Ralph] Milbanke Ouston & to the SE by Flatts. A boring has been made near the NW Bound'y

[boundary] to ab't [about] 70 Fa's [fathoms] but contain'g [containing] the Boring finds the Hutton Seam is left short.

Tanfield Moor edge June 17th 1766

The New Sink'g [sinking] pit is now 240 Fa's [fathoms] 0 yd's [yards] 2 feet 6 Ins [inches] to the bottom of the Stone Drift drove from the Brass Thill Seam out of the work'gs [workings] in the Fortune pit and will want ab't [about] 5 yards & ½ more to the Shield Brass Seam, the Fortune pit is secur'd [secured] at top so that there is no danger of its coming together is work'g [working] 12 xx [score] pp [per] day in the Dyke pit Brass Thill Seam & 10 xx [score] pp [per] day in the Success pit hard Coal seam, the win'g [winning] Headways in the dyke pit is only 48 yards in so that four Bords are wrought Double.

Walker Wednesday June 18th 1766

At this Colliery measu'd [measured] of the Drift Head etc. and finds the NE water level Drift goes but slowly forw'd [forward] only 25 yards this pay (or Fort'th) is now from the Ann pit 22 yards North Headways course and then East 390 yd's [yards] and water Level course 125 yd's [yards] to the face is now going nearly East Bordway course; most of the pres't [present] work'gs [workings] are still in the North Eastway and Ann pit but the Air is very bad in the West side of the s'd [said] Ann pit at ab't [about] 240 yd's [yards] west in the dip side of the 13 feet Dyke is wining [winning] out places both North and South to get the work men there as soon as possible. The SE work'gs [workings] in the west pit is now

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The SE work'gs [workings] in the west pit is now ab't [about] 5 Fa's [fathoms] ppend'r [perpendicular] below the Engine Level & the s'd [said] Headw's [headways] in the SW wat'l [waterlevel] has got a downcast Dyke w'ch [which] runs NW & SE of how much is not yet known but I presume it is the same w'ch [which] was got in the work'gs [workings] now drown'd [drowned] w'th [with] water as Lind [lined] above Ground. I staked out on the South side of Gill Two west Drift are drove & now 280 yards from the West pit West Dyke & 500 yards from the west pit Shaft is Suppos'd [supposed] to be near the Thistle pit Dyke.

Lind [lined] from the west Dyke to the face of the west Drift in the West pit work'gs [workings] from the west Dyke

		Cha: [chains]	Lin: [links]
1 st	S79 ^o W	1	28
	At 100 an upcast to the west of 3 feet		
2 nd	S67½W		83
3	S63W		89
	At 20 Lin an upcast trouble to west of 1 foot		
4	S76½W	1	23
	At 6 Lin an upcast to west of 3 feet		
	At 30 Lin a downcast to west of 4 feet		
5	S75W	1	65
6	N18W		45
7	N86½W	1	70
8	N84½W	2	26

9	N68W		66
10	N34W		56
11	West	1	31

Lin'd [lined] from the west pit Shaft to the East workg's [workings]

		Cha: [chains]	Lin: [links]
1 st	N12 ^o W		54
2	N74E	1	31
3	N38½E		45
4	S77½E		71
5	N80E	1	78
	& ab't [about] 10 yd's [yards] to Engine wat'l [waterlevel] So. [south]		
6	N21½W	1	08
7	S87E		89
	At 39 Lin cuts the wat'l [waterlevel] Drift		
8	N75E		67
9	N84E		25
	& 52 yd's [yards] South to wat'l [waterlevel]		
10	N12E		35
	& 2 Bords on the North side		
11	N84½E	1	85
	At 90 Lin a dam on S. side		
12	S17E	1	84
	At 45 Lin a water'l [waterlevel] 11 yd's [yards]		
	At 100 Lin ditto 12 yd's [yards]		
	At 155 Lin ditto 20 yd's [yards]		

Turn over

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		Cha: [chains]	Lin: [links]
13	S1½E	2	37
	At 30 Lin a West'd [westward] 40 yd's [yards]		
	@ 85 a ditto 40		
	@140 a ditto 17½ & South Head'g [heading] 10 yd's [yards] & west 77 yd's [yards]		
	To another S [south] Head'g [heading] 9 yd's [yards] to a downcast trouble & west 23 yd's [yards] more to face		
	@200 a West'd [westward] 3 yd's [yards]		
	@210 a upcast to the South of 2 Feet		
14	S10½E	0	16
	& 20 yd's [yards] to a Trouble a downcast to SW of 3 feet		
15	N87½E	0	66
	To South Head'g [heading] 12 yd's [yards] then East 14 yd's [yards] to S [south] Head'g [heading] 12 yards		

From the end of the 11th Set went to the face of the M. gate [mothergate]

		Cha: [chains]	Lin: [links]
1 st	N84 ^o E	3	49
	At 150 a Holing to North of 2 Bords		
	@250 the End of the Northmost bord		
	At 349 one bord to the South		
	At 349 Holings to the South		
2 nd	S89½E	0	95
			yd's [yards]
	1 st Bord to the South of the M. gate		90
	2 nd ditto		90
	3 ditto		86
	4 ditto		82
	5 ditto		84
	6 ditto		86

From the West Dyke to the Ann pit

1 st	N80 ^o W	52½ yards
	At 6 yards a South holing in the Bord at pump	
	At 15 yards a downcast trouble to west of 2 feet	
	At 27 yd's a South holing & a S Head'g to go a way 8 yd's	
	At 34 yd's a downcast to the West of 2 feet	
	At 37 ditto a N Head'g 109 yards	
	At 51 ditto a North ditto 10 ditto	
	At 32½ a South ditto a bord won to the South	
2 nd	S80W	35 yd's to the face
	At 19 yards a holing South	
	At 35 yards a holing South to the face of S. Bord and a trouble Course is N67 ^o W	

Lin'd [lined] in the Ann pit NE workg's [workings] from the M. gate [mothergate] along the Westmost North Head'g [heading]

		Cha: [chains]	Lin [links]
1 st	N½E		39
2	N6½W	3	85
	1 st Eastw'd 69yd's & 3 td's short of the water'l		
	At 15 Lin West'd thro' the Dyke & hold [holed]		
	At 65 a ditto a west'd 20 yd's & East'd 69		
	At 120 a ditto 20 ditto 66		
	At 175 a ditto 20 ditto 64		
	At 230 a ditto 20 ditto 64		
	At 280 a ditto 20 ditto 64		

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	At 380 Lin a West'd 20 yd's & East'd 60		
3 rd Set	N9 ^{OW}	2	17
	At 5 Lin a West'd 20 yd's & East'd 58 yd's		
	At 70 a ditto 20 & East'd 10 yd's		
	At 120 a ditto 10 yd's an East'd not turn'd out of back [?] east'd		
	At 178 a ditto 4 yards		
	From the s'd West Head'g in the M. gate; west 24½ yd's to an upcast to East of 5 feet		

From the Marks in the wat'l [waterlevel] Drift at 93 yd's [yards] from the Main Trap doors in the M. gate [mothergate] East'd [eastward] in the Ann pit

1 st	N71 ^{OE}	11½ yards
2	N76E	6 yd's
3	N53½E	12 yd's
4	N79E	13 yd's
5	N86E	21yd's To the face
		63½

Benwell Thursday June 19th 1766

All day mak'g [making] a plan of Walker Colliery

Fatfield Friday June 20th 1766

Went to the pay as usuall [usual] and finds the Overmen has submitted & grees [agrees] to the sum agreed upon by Mr Edw'd [Edward] Smith, Ra: [Ralph] Allison, Rob't [Robert] Donkin & others & they say will continue it for two weeks longer. I think they are all very well stated for price except the plain pit w'ch [which] shou'd [should] be 2 d [pence] pp [pre] Score more. Some of the Overmen charg'd [charged] the Smith work two times w'ch [which] I deduct'd [deducted] off.

Saturday at Newcastle met Walker Owners & Mr Brown at the Coffee house and settled sundry proceedings to be taken for the future ab't [about] their Colliery.

Sunday June 22nd 1766, at Throckley assisting Mr Brown ab't [about] Ra: [Ralph] Carr Esq.'s Lease w'th [with] Lord Ravensworth & partr's [partners] of Gateshead Fell Colliery.

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Benwell Monday & Tuesday June 23 & 24th June 1766

The New Boiler is not yet finish'd [finished] but will in a day's time, the Cylender [cylinder] of 75 Inches Diam'r [diameter] is now fix'd [fixed] Peston [piston] & bottom up but cannot get the plug frame fix't [fixed] till the Injection pipes be finish'd [finished]. Mr Lee from the foundry at Skinner bearn [burn] came & tool measure of the Additional injection pipes Receiver, Sink pipes etc. The work'g [working] Bord is 22½ Ins [inches] Diam'r [diameter] is very rough so has hands on securing her.

Tanfield Moor edge June 25th 1766

Mr Ridley Mr Brown & self went to this Collr'y [colliery] & first went to the North pit at Busblades as Mr Didley has one half of the Coals that pit works. The Dyke pit & Brass Thill works could but coursed compar'd [compared] w'th [with] the Sutton Seam or Hard Coal seam the Shaft is very bad w'ch [which] ord'd [ordered] to be mended is work'g [working] the Success pit Hard Coal seam 10 xx [score] pp [per] day the Shaft is very also on the Clay work & will shortly come together if not secured, the Eng'e [engine] pit is much of the same situation as the Success. The offtake Drift is now well Timbored [timbered] 7 properly secured so that the Engine in now in good condition (except the boiler). The new pit going to the Hard Seam [coal] Seam is 6 feet below the Stone Drift drove from the Fortune pit. I find that Mr Silvertops people has last week lett [let] of [off] some water in the Brass Thill Drift w'ch [which] drown'd [drowned] the Dyke pit till such times as it was lett [let] of [off] below the Scaffold into the Hutton Seam.

Rise Moor Thursday June 26th 1766

Went to this Colliery w'th [with] Mr Yellowly & finds the Stone Drift wants now about ab't [about] 28 yd's [yards] to the first Coal pit, she goes very slowly forward for want of air & I find the Drifter neglt's [neglects] when the Air is good. At Mickley works 15 xx [score] pp [per] day w'th [with] a 16 peck [?Cors?] the wat'l [waterlevel] in the 5 Quart'r [quarter] is gone too much to the dip of Collr'y [colliery] so that she is 20 Inhes drown'd [drowned] w'th [with] water, ord'd [ordered] that she may be made a passable way, when a large Quantity of water happens to be thrown in, sett [set] out Mickley Moor branch to the pit. The Dogg pit will take ab't [about] 8 Crabs 7 feet inside Diam'r [diameter] to secure the Clay work.

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Walker Friday June 27th 1766

Met Mr Reay Mr Peareth Mr Brown & Mr Turner and fix't [fixed] on driv'g [driving] a Stone Drift thro' [through] Double Dykes 10 yd's [yards] at 52 yd's [yards] SE from the W: pit & then to Sink a Staple ab't [about] 3 Fa's [fathoms] below the Coal & cut Levels or Stone Drift to the extreme Dip of the Collr'y [colliery] till they be 8 about, also resolv'd [resolved] to cut the SW wat'l [waterlevel] in levels first South Head'g [heading] 13 yd's [yards] & west 30 yd's [yards] Bordw'y course to the Downcast Dyke, also fix'd [fixed] on the Overmen to examine the Old waiste [waste] as well as the present workg's [workings] & they are to deliver their proposals to take such work pp [per] week, fix'd [fixed] on the Regulat'g [regulating] Beam & Cylender [cylinder] bottom to be got up & other Materials ready to start.

Benwell Saturday June 28th 1766

Made the pay as usual. The Sink pipe Injection pipes & others will soon be wanted & nothing of that sort is yet finished, has got the first stairs finished that goes into the Loft. There is two pumps hoop'd & laid in the pond of 24 Ins [inches] Diam'r [diameter] will want other two & the Flogger pump before can start.

Benwell Monday June 30th 1766

Is setting the New Boiler, & putt'g [putting] down the brick work ab't [about] the West pit One in the flaws & going to take more hold of the flanges, the Carpenters are laying the first Loft and han'g [hanging] plug, making sketches for the pumps & wedges is much stop't [stopped] by the Smiths and the foundry people.

Throckley July 1st 1766

Assisting Mr Brown ab't [about] the Articles of Working Collr'y [colliery] Lease and mak'g [making] a Calculation of Tanf'd [Tanfield] Moor Collr'y [colliery].

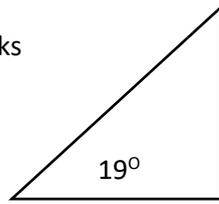
Tanfield Moor July 2nd 1766

View'd [viewed] the dayhole at this Collr'y [colliery] in the Cape pit & finds she is 16½ yd's [yards] in from the Coal in the workg's [workings] of the Hutton Seam 22 yd's [yards] from the Surface to the s'd [said] works so I find by Level'g [levelling] etc. she will want 75 yd's [yards] to go & the rise will 24 yd's [yards] & 1 foot so that the rate will be to rise ab't [about] one in every 3 yd's [yards] in length she is very badly drove for in sev'l [several] places she is too narrow and also too low, ord'd [ordered] her to be mended before any more be wrought at the face.

Level'd [levelled] from the Cape pit Dayhole mouth above g'd [ground].

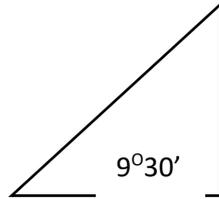
1st feet ins [inches]

Ch : Lin [Chains : Links]



dec't [descent] 40

2nd



dec't descent] 85 6

125 6

Dec't Asc't

6 6

Dec't in all

feet 119 0

Feet ins [inches]

Level'd [levelled] from the Ditto pit to the beginning of the dayhole underg'd [underground] to Dip of Colliery

15 10

Fa's yd's feet In
[Fathoms, yards, feet, inches]

Cape pit in depth from the Settle bords to the Thill of the Hutton Seam

35 1 0 0

Pit in depth as above

35 1 0 0

Dip if Colliery as above

2 1 0 10

38 0 0 10

Feet ins [inches]

Dayhole has risen in going 16½ yd's [yards] out of workg's [workings]

14 6 } Fa's yd's feet In

Ditto has dip't [dipped] in going 22 yd's [yards] in the outside

22 } 25 1 2 6

Bank Level or dec't [descent] of Gro'd [ground] from the Cape pit to the Dayhole mouth as above

119 }

To rise and has 759 yd's [yards] to go

12 0 1 4

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Lin'd [lined] from the cape pit Shaft into the Dayhole

		Cha: [chains]	Lin: [links]	
1 st	N3½E	0	11	
2	S77E	1	77	
3	S87½E	1	38	
4	N77E	1	55	
5	N12W	2	44	To the Dayhole mouth
6	N69E	0	82	to the face of the dayhole

Tinmouth Moor July 3rd 1766

Survey'd [surveyed] the Threap Grou'd [ground] on the west side of this moor also look at the situation of each pit & Borhole [borehole] one from & their & Diff't [different] Levels.

Viz:

From Tinmouth Moor Engine to Flatworth East Borh'e [borehole] is Asc't [ascent] of Ground

From Ditto to Ditto west holes is Asc't [ascent] of Ditto

From Ditto to Greensgate hole is Des't [descent] 1.0.0.3

From Ditto the 74½ Fa: [fathom] Borhole is Asc't [ascent] 3.1.2.0

From the 74½ Fa: [fathom] hole to New Benton Engine is Des't [descent] 1.-.1.2

Fatfield Friday July 4th 1766

Went o the pay & examin'd [examined] the Bill, finds the Overmen is new upon such high expectations for the Sett'g [setting] for a Term for the pits pp [per] XX [score], they cannot comply'd [complied] to, for the Chance pit R. Brown's proposal is 1/6½ s/d [shillings/pence] pp [per] Score & the Flatt pit is 16½ d [pence] pp [per] Score, however at present the Bills are pretty moderate & I talk them plain by this terms w'ch [which] they proposed could not agree to.

Saturday & Sunday July 5th & 6th 1766 making a plan of Tinmouth Moor etc.

Walker Monday July 7th 1766

Agreed w'th [with] Cha [Charles] Bainbridge to make ready the west pit South Headways & prop her alter some Geers that are now standing also slope above h'd [head] & face up the Drift 6 feet in height for £1.10s [one pound ten shillings] also to drive one yard of Stone Drift 6 feet in height & 6 feet breadth for 24 sh [shillings], also agreed to drive the S Level w'ch [which] will be 43 from the face to down east Dyke of ab't [about] 8 feet. The s'd [said] Levels will be 6, 7, 8 & 9 feet deep for 10/6 s/d [shillings/pence] pp [per] y'd [yard]. The NE wat'l [waterlevel] is much

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neglected & goes Slowley [slowly] forw'd [forward] has not yet got the Thistle pit Dyke and now ab't [about] 330 yd's [yards] West from the West pit Shaft, the Cover still keeps very bad & Coal Tender but of a good quality. The work'gs [workings] in this pit are still to the Eastw'd [eastward] under level of the Engine & Suppose any misfortune to happen the Engine & Stop w'd [would] drown the work'gs [workings].

Benwell Tuesday July 8th 1766

Yesterday begun to put in the pumps of 24 In [inch] Bore got in the wind bore, work'g [working] Barrel & [?Stork?] piece above her. The wood pumps were ly'g [lying] Very unready so got four on today w'ch [which] is all that's hoop'd [hoped]. Went to Denton & Lemington & designed the Ongate for the Staith. The Sink'g [sinking] pit in Wset Denton near the Boundary is got thro' [through] the post & wants 4 feet of Clack Stone to the Coal head.

Benwell Wednesday July 10th [9th] 1766

There are four pumps now put on (exclusive of the Wind bore Working Barrel and a Short piece) but finds it will take another Pump and a Hogger Pump or can get to work' ord'd [ordered] that a Hogger may be got ready for that pump over, fix'd on the working geers, attended all the fore noon and got forw'd [forward] w'th [with] the Mason's setting the Boiler, the Smiths are mostly the stop now.

Throckley Wednesday July 10th [9th] 1766

Went down the Betty Pit in the Engine Seam and find the Coal Drift goes very well forw'd [forward] towards the Cutt & she now want ab't [about] 120 yards to that pit. The workings are all on the NE and NW side of the Shaft, works very dry and good Coals, she is now quite ready for the Horses going down but may be made ready in 3 or 4 days' time; consid'd [considered] ab't [about] the Conveying the Air to supply all the present and future workings and recommends that the Engine Pit may be

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made to Communicate w'th [with] the Delight pit only w'ch [which] will cause a Trap door, if the East water'l [waterlevel] is Cont'd [continued] w'ch [which] cannot be avoided if she be continued far if these pits does not communicate together, is Wining [winning] Headways's [sic] before the Bords to the NW in the Ann pit to drain the other work'gs [workings] as they now work so very wett [wet] in the s'd [said] Engine Seam; Providing the s'd [said] Scheme in enter'd [entered] into; The Betty pit and Ann pits must Communicate together w'ch [which] may be done very easily. The Delight pit is Sunk to the Main Coal Seam and the North Headways is now 24 yards in, and rises moderately. The South Headways is 17 yards in and rises also, so Consequently Bords may be wrought on each side of the Shaft.

Tanfield Moor edge Thursday July 10th 1766

I find the water still rises at the Engine & is only 20 Ins [inches] ppend'r [perpendicular] below the bottom of Busblades North pit in the Hutton Seam. The Shield raw seam is not yet got in the Venture pit & is now sunk 14 fat [fathoms] the Oftake Drift from the fortune pit. The Dyke pit Brass thill works very well. Measu'd [measured] the depth of the Dyke pit from the Surface to the Brass thill s'm [seam] to 27 fat [fathoms] 0 yd's [yards] 1 ft [foot] 6 in [inches]

Success pit to the Hard Coal 15 [fathoms]

The timber is not got up for the Gin w'ch [which] should be forward as the pit cannot well be sunk any further till the Gin be set up.

Benwell Friday July 11th 766

Attended the engine all day got for'd [forward] w'th [with] the Masons setting the East boiler. There are three pumps hooped and ready to put in.

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Benwell Saturday July 12th 1766

Got the pay made & after noon went to Town.

Throckley Monday July 14th 1766

Met Mr Brown at the Engine and I see the Delight pit main Coals looks very well, the Head's [Headways] to the No'th [North] is now ab't [about] 30yd's [yards] in went to Mr Brown's house w'th [with] him & Mathias Wilson who comes from Workington to go to Fatfield.

Tanfield Moor edge Tuesday July 14th 1766

The Shieldraw or upper Seam is now Sunk thro' [through] in the Venture pit & is 27 fat [fathoms] 1 yd's [yards] 0 ft [feet] 6 in [inches] to the thill of the Coal. The seam is 5 feet thick including a band of ab't [about] $\frac{3}{4}$ In [inch] thick below lies 10 Ins [inches] of Stone & 13 Ins [inches] of course Coal not worth work'g [working] may take a tryal [trial or try] to work this seam but will I believe be tender & course there be'g [being] so many scares bands they bourne very well cannot form much judg'mt [judgement] ab't [about] them till they be wrought to greater advantage there for must loose [lose] no time to get the Gin done. The Engine water pit rises and will shortly lay off Busblades north pit. The Dyke pit Brass Thill seam works very well. the North Headways is 76 yards in so that seven Bords are on the North side & four West'd [westward] on the S [South] (including the M.gate [mothergate] ord'd [ordered] Wm. [William] Puncheon to get some cribs ready for the Engine pit to secure the Mettle [metal] work at the top.

Walker Wednesday July 15th 1766

The NE Water'l [waterlevel] drifts are now ab't [about] 360 yd's [yards] in a straight line NE from the West pit is going very well. I agreed w'th [with] John Davison & Part'rs [partners] for 100 yd's [yards] at 4s [shillings] pp [per] yard and she now looks very well. The West pit West Drifts are now ab't [about] 545 yd's [yards] from the s'd [said] pit no appearance of the Thistle pit Dyke. The Workme are in tolerable good footing but cannot make any agreem't [agreement] w'th [with] the Overmen to do their Office by the XX [score] or by the week. I bid them £3:3s [three pounds three shillings] pp [per] Shift w'ch [which] they refus'd [refused]. Agreed w'th [with] John Crozer to prop [?] & secure the Old waiste [waste] for £2:10s:6d -two pounds ten shillings six pence pp [per] week. The SW wat'l [waterlevel] goes but slowly forw'd [forward]. I find at the Bush pit the Borhole [borehole] wants ab't [about] 6 Fa's [fathoms] to the Coal; is mak'g [making] the West pit S Head's [South Headways] ready for slides so hope in a short time

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to get below the Double Dykes. There is pretty good post in the dip side of the west Dyke in the Ann pit.

Greencroft Thursday July 17th 1766

Went w'th [with] Mt Brown & Mr Todd & made a calculation of the value of the Ineroach'ts [encroachment?] near this place w'ch [which] has been [?] the Comon [common] near 40 y'rs [years] since made the Annual Rental £63.

Washington Friday July 18th 1766

On Monday last and Accident happened by Fire in the Engine pit w'ch [which] brunt [burnt] Two Men very sore. I am of great opinion it is accationed [sic] by the Delivery Drift not being sufficiently stopt [stopped]. The Sinkers are mend'g [mending] the Brattices. There is 14 Fa's [fathoms] blown quite out at the bottom & that above is much damag'd [damaged]. I think it will be near a Week before gets to work again at the Sinking.

Fatfield same day

I offer'd [offered] to give the Chance pit Overmen 15d [pence] pp [per] score & to the plain pit Overmen 14 pp [per] score for a Year exclusive of the Smith work w'ch they refus'd [refused] tak'g [taking]. I find the Bills are much the same as usual, has got Mr Wilson from Whitehaven to attend this Colliery.

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Saturday at Newcastle met Mr Colpits & told him ab't [about] Rob't [Robert] Whitelock's Opinion relating Tanf'd [Tanfield] Moor.

Stella Monday July 21st 1766

Went & Measu'd [measured] some plank for Lemington

Quantity No pieces = Sect in Lin:

Feet of Measure.

Measu'd [measured] the Carpenter work at Mr Kells house (viz.)

[REMAINDER OF PAGE BLANK]

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Pontoppike Colliery July 22nd 1766

Upon examin'g [examining] this Coll'ry [colliery] I find the Bone pit is lately wrought out in the Hutton Seam, & in order to supply far place the Stob pit is Sunk to that seam & she is now work'g [working], recommends to drive a Wat'l [waterlevel] Drift from the NE now work'gs [workings] in the Stop pit till it comes Bordw'd course from the Bogg pit then may continue the s'd [said] Drift to the s'd [said] Bogg pit w'ch pit is wrought out in the Hard Coal seam both whole Coal & pillars. The Bogg & Stop pits will work all the Coal that's left between the Vale & west pits in the s'd [said] Seam; The s'd [said] Drift will probably drain all that whole Coal but is not Effectually win'g [winning] the Colliery but is doing the most that can be done to supply the work'gs [workings] in the Hutton seam. The Law pit wants ab't [about] 11 Fa's [fathoms] to sink the s'd [said] Seam & when sunk is ready to work in either of the Hard Coal or Hutton seams; the most advisable way to Win the Hard Coal seam

& at the Extreme dip of the Colliery will be to sink a stapple upon the Main Wat'l [waterlevel] Drift from the Brass thill at ab't [about] 35 yd's [yards] to the East from the s'd [said] [?Coal pit?] to the Hutton seam, & also to Sink from the s'd [said] hard coal seam will go down the s'd [said] Staple w'ch [which] is answering a better purpose that continuing the Drown'd [drowned] Drift from the Queen pit; may then continue a Wat'l [waterlevel] Drift from the s'd [said] Staple into Stair law to win the most Coa; that can be got to the dip of the Law pit bit at the same time may at pleasure work the the s'd [said] Law pit in the s'd [said] Hard Coal Seam to the rise of the shaft till the Drift be completed. Consid'd [considered] ab't [about] the East pit & finds by a Survey made by John Jackson there are 27 Acres of whole Coal on the upper side of the Dyke & suppose 14 Acres are thrown off for Dyke & Barriers next Busblades & Tanf'd [Tanfield] Moor there will remain 13 Acres w'ch [which] may afford ab't [about] Tens a Stone Drift will be to drive ab't [about] 240yd's [yards] and may cost ab't [about] £300 as the Quantity is so very small to work thinks this scheme not worth while to enter into except the Barrier's [sic] can be Wrought.

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Byker Wednesday July 23rd 1766

I find the South Drifts are begun & now going thro' [through] the Barrier into St. Antony's Colliery she is only 3 yd's [yards] in, the Coals look very well, as good if not better than any wrought at Byker at present, has to leave 40 yd's [yards] of Barrier next to Byker.

Tinmouth Moor Thursday July 24th 1766

At this Coll'ry [colliery] I level'd [levelled] from the Engine pit to the Fanny pit to desc't [descent] of Ground & from the fanny pit to the Grace pit is Asc't [ascent] of Ground 9 Feet 6 Ins [inches] so that the depth of the Fanny pit will be ab't [about] 28 Fa's [fathoms] deep to the Thill of the Coal. The Dolley & Easter pits are wrought very sore & so is the Chance pit, is now mka'g [making] [?abeguining?] to work the pillars in the Chance pit. I think the Coals are very coarse in the Dolley & Easter pits for the work'gs [workings] are near the Old waiste [waste] there is a very good [?Stratte?] now. The Engine water is very moderate.

At Preston Colliery I find the Bords on the SW side from the Good Intent pit will cutt of [cut off] fast by the E [east] work'gs [workings] of the Luckey pit for the West'ds [westwards] has only 10 yd's [yards] to go on w'th [with] another & four bords on the North side has the same distance, has got an East Bord pit to the dip of the shaft by Virtue of a pump & has only 3 yd's [yards] to go to the Boundary by a Lining made this day she will go all 70 yd's [yards] Northw'ds [northwards] & will get 5 Bords there each will have ab't [about] 25 yd's [yards] to go; a N [north] Head's [headways] is going out of the Wat'l [waterlevel] but is much entangled in troubles. I think the Coals are better in that Head's [headways] than any I've yet seen in this Colliery.

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Friday July 25th 1766

At Newcastle sent away some Goods to West Auckland & eight Corves to Witton Castle.

Benwell Saturday July 26th 1766

Everything is ready ab't [about] the Engine to start only the work'g [working] Geer [working] this day has got in the feed pipes steam pipes & filled the Boiler. The pumps are fixed and ready to start.

Benwell Monday July 28th 1766

The Carpenters & Smiths came at four o' Clock this morn'g [morning] & at 11 o' Clock started her but had not enough wight [weight] on the Speers made her make a poor beginning. I attended Tuesday but never drew the water lower than 6 Fa's [fathoms] from the bottom did not draw ater enough at the Jackhead had to length the stroke.

Walker Wednesday July 30th 1766

This Colliery is much in the same Situation & State as Mentioned in my last Acco't [account]. The Wat'l [waterlevel] has gone only 19 yd's [yards] forw'd [forward] this pay. I think in a fort'ths [fortnight's] time may w'th [with] some propriety fix on a New Wat'l [waterlevel] pit. Has not yet got the Thistle pit Dyke the Cover in the Drift is now very bad.

Tanfield Moor edge Thursday July 31st 1766

The Dyke pit is now work'g [working] in the Brass Thill Seam & Success pit in the hard Coal Seam. I shew'd [showed] Ra. [Ralph] Naizby to work the pillars in the NE side if the shaft from the Main Dyke but I find not much regard is paid to the Winings [winnings] for several are only 8 yd's [yards] to a Wining [winning]. I find the West work'gs [workings] tow'ds [towards] Harperly Boundr'y from the Success pit shaft.

	° [degrees]	Ch: Lin: [chains.links]
1 st	S66W	0.50
2	S82½W	1.72 in the Mothergate
		offset to the South
1	S6E	0.69
		at 34 Lin a West'd [westward]
2	S80W	1.73 to the face & 10 yd's short of Boundry
		At 20 Lin Crosses a Drift

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	° [degrees]	Ch: Lin: [chains.links]
		At the end of the last set south 6 yd's & west 19 yd's to the face & 26 yd's short of the Boundr'y. Ord'd her to go 15 yd's.
		From the Mark in the M:gate
1 st	S81¼W	1.17 offset to the south
	S33W	0.32 & & abord 30 Lin to the face & 20 yd's short of the Boundr'y.
		From the Ditto Mark Nward
1 st	N8½W	26 yards
1	Bord to the west	17 yd's - 20 yd's short & has to go 7 yd's
2	Ditto	13 yd's - 25 yd's Ditto Ditto 9

The water still rises at engine and will in a very short time lay off the North pit at Busblades.

Benwell Friday August 1st 1766

The Engine has never drawn out the water yet she will not go more than 8 Strokes a Min [minute]: she being so much out of Condition & draws a good deal of Air at the joints in the Cylender [cylinder] where is joined the Additional piece.

Saturday August 2nd 1766

Went to Newcastle & met Mr Brown Mr Colpits & Sam'l [Samuel] Newton to make an agreem't [agreement] ab't [about] Tanfield Moor but did not agree; Matters relating to her was to be considered aginst [again] next week.

Benwell Sunday Monday & Tuesday Aug't [August] 3rd 4th & 5th 1766

Attended at the Engine all day & on Monday got the water out at 10 o'Clock at Night. The Jackhead Bucket fail'd [failed] on Tuesday morn'g [morning] so lost the water out of the Cystern & the water in the Engine pit rose to 8½ Fa's [fathoms]. Lengthen'd [lengthened] the stroke of the Jackhead to 5 feet.

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Wednesday Aug't [August] 6th 1766

Went to Tinmouth Moor to seek some plug men and some Fire men for Benwell Colliery agreed w'th [with] David Square's locome [locum]. Went to Newbenton & got Geo: [George] Gray to send two men on Monday first.

Tanfield Moor edge Thursday Aug't [August] 7th 1766

Went Down the Dyke pit in the Brass thill Seam & find there are eight West Bords on the North side of the shaft & three on the south side. The S [south] Headw's [headways] is under level can drive her no further till gets [get] her loos'd [loosened] by some means or another, recommends to drive a Drift in the dip side of the s'd [said] Dyke to the west that is 15 yd's [yards] West from th es'd [said] Shaft S [south] Headw's [headways] Course then can set thro' [through] the s'd [said] Dyke at the face of the work'gs [workings] on the rise side of her.

The water at the Engine rises for it wants only ab't [about] 3 Ins [inches] pp [per] endway to be in the bottom of the North pit shaft in the Hutton Seam if no better means is us'd [used] to draw the water Mr Silvertop will in a short time be laid of [off] in that seam.

Benwell Friday August 8th 1766

Attended the Engine all day & at ½ past 11 o'Clock drew the water down but did not keep her down long for the smallest abatement of the Fires set her up again was busie [busy] fining the workings Geer, so that the Engine may be her self, when chooses she still goes no more than 8 strokes a min: [minute] w'ch [which] must certainly be owing to the Air in the Cylender [cylinder].

Saturday at Newcastle met Sam'l [Samuel] Newton ab't [about] the Tentale [the tennage rent upon coals drawn] of Tan' d [Tanfield] Moor Colliery wrote the Heads of the agreem't [agreement].

Sunday Aug't [August] 10th 1766

The Engine never stop't [stopped] all day but never drew the water lower than 3 yd's [yards] from the bottom.

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Benwell Colliery Monday Aug't [August] 11th 1766

Stop't [stopped] the Engine at ½ past 9 o'Clock this morn'g [morning] drew out the Peston [piston] and mended the joints in the Cylender [cylinder] as well as could possibly by sett wedges calking the lead we find the regulator is bad mended the Hotwell and did other necessary jobs ab't [about] her.

Tanfield Moor edge Tuesday August 12th 1766

Went to the Engine ab't [about] 6 o'Clock in the morning met Mr Brown and considered about the alteration of the said Engine finds she will want a new sett [set] of 13 Ins [inch] pumps some Jackhead pumps a 54 Ins [inch] Cylender [cylinder], new speers, new Tagle Leggs and sev'l [several] other alterations in the inside of the House if considers to stop and alter immediately such alteration may probably cost £900 or £1000 but I believe can build and this Engine to assist the Old one and make such necessary alterations of the Old one as thinks proper after the New one is built if the size of the pit will admit of another sett [set] of pumps in the meantime to Frame off the Venture pit water by putt'g [putting] in a Dam in the Brass Thill Drift.

Pelton Moor same day met Mr Brown Mr Jenn [?Jenison?]: Shafto Mr Rob't [Robert] Shafto Mr Nev: {Neville} Hudson [?] at the Staiths and went w'th [with] them to this Colliery to consider ab't [about] the State of their Colliery. The Handon Hole pit is work'g [working] at a Great dist'ce [distance] from the Shaft and the Dyke pit is mostly wrought out took the Course of the main Dyke and fix't [fixed] that a View may be made shortly in this Colliery and also in Whitehall.

Walker Colliery Wednesday Aug't [August] 13th 1766

I find the Levels in the SW waterlevel gets slowly on they want ab't [about] 15 yards to the West Dyke. I shew'd [showed] Pollock how to take in the Air in that Drift, has made a Barroway thro' [through] the Northmost of these Drifts, ord'd [ordered] her to go forw'd [forward] 4 Yd's [yards] and then South till it be Bordway Course from the back levels and then to hole, very little is done in the South Headw's [headway] from the Engine for the Slides.

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The NE waterlevels goes pretty well found has droven 30 yd's [yards] this pay; the east work'gs [workings] in the West pit still continues very promising and the West Drifts in the s'd [said] pit still continues ab't [about] the same situation; as to the West work'gs [workings] in the Ann pit they are very good for in the North Headw's [headway] has got a very strong post cover; most all the men has got into this Quarter of the pit and has left the NE side. The Bush pit Borhole [borehole] is down to the Coal and the Drift here is oblig'd [obliged] to plug her up for reason the Engine will not draw water I took out the plug and the water run for three hours.

Lin'd [lined] from the last mark in the NE waterlevel

	° [degrees]	Ch: Lin: [chains.links]
1 st	N82½E	0.70
2	N81E	.62
3	N42E	.17
4	N1W	.58

5	N54½E	.38
6	N78½E	.25
7	N3E	.42
8	N50½E	.53 to the face

Byker Aug't [August] 13th 1766

Lin'd [lined] from a mark in the Drift drove out of the Success pit work'gs [workings] to the face of the Drift in St. Anthony's Colliery

	° [degrees]	Ch: Lin: [chains.links]
1 st	S56W	0.85
2	N71¼W	.60

Course of the Jane pit Dyke is N45W. This Drift is very badly drove she was ord'd [ordered] to be drove the course of S45W she is still in bad danty Coal and no appearance of the Jane Dyke.

Bedlington Thursday August 14th 1766

This day I have Viewed the Main Coal Seam in a pit ab't [about] 900 yards NW from Bedlington Town w'ch [which] is ab't [about] 19½ Fatho's [fathoms] to the s'd [said] Main Coal Seam where the water is drawn to bank by horse tubs, by such means has wrought a good deal of Coal, I find several of the Bords or Workings are advance near Netherton Colliery to the NWest (as the Annex'd Paln will better show) to the NE is hold [holed] into the

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Old Drown'd [drowned] Waiste [waste], to the South, SE and SW is under level of the s'd [said] Pit, therefore all the Coal that can be got is to the NE and NW but the Quantity cannot be Ascertained as the extent of the drown'd [drowned] waiste [waste] is not well known bit to keep the Colliery going recommends, the even on North Headways may be stop't [stopped] and the Coal boulder'd out to the NE by drift'g [drifting] and boring, and not to bore the s'd [said even on North Headways and when that Coal is boulder'd out by the means will better know the Quantity of Coal that may Probably be got in that part of the Pit and if such quantity will serve the Trades and keep the workmen that [?] may be bound to the s'd [said] Colliery fully employ'd [employed] for the time the Lessee chooses to work that part of the Colliery, no further steps need not be enter'd [entered] into but if it should not serve recommends a South Headways may be set away at about 10 yards West from the Shaft and a pump fix't [fixed] to lift the water that in all likelihood may be there and if the water is not immoderate the Coal may be wrought for but it's much to be doubled they will work well; the Colliery dips to the South Eastward at the rate of ab't [about] one yard in 15 yards; height of the Seam is (from the Thill) first in Coal 3 feet, band 2Ins [inches] Coal 22 Inches, band 6 Inches. Coal 2 feet, the winnings are seven yards each, Bords 3½ yards wide and Pillars 3½ yd's [yards] thick w'ch [which] I don't approve of, had 5 yards been left for a Pillar w'd [would] admit of a second work'g [working].

Took the Horizontal Situation of the Ground from the s'd [said] Pit to Hindmarches Borhole [borehole] and also to a Borhole [borehole] now boring near the Found'ry.

(Viz.)

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Plessey Colliery August 14th 1766

This day I went down the Steady pit in the Low Main Coal Seam w'ch [wich] is ab't [about] 29 Fathoms deep. I find she is wrought to the North near a Downcast Dyke but to the NE has got large feeders of water before getts [getting] to the said Dyke, has left off work'g [working]. The SW work'gs [workings] are hold [holed] into the work'gs [workings] from the Bounder Pit so that all the Coal from N to South is ab't [about] 140 yards in breadth at ab't [about] 180 yards West from the s'd [said] Shaft. I find the Mothergate West'd [westward] to be ab't [about] 280 yards in and is going double in order to win a New Sinking pit to the Westward from Plessey Square w'ch [which] is now 6 Fathoms down, the work'gs [workings] are one w'th [with] another ab't [about] 260 yards from the Shaft so that the Coals are Putt over [?Renk?] ab't [about] 60 yards. The Spring Pit is now beginning to work in the Low Main Coal Seam. The South Pit under the Dyke is ab't [about] 140 yards over [?Renk?] agreed on and Matt'w [Matthew] Morrow wants some Considerstion for Putting but I agreed with him some time since to putt all that Coal for £40. This Colliery will not last long at the pres't [present] rate of work'g [working] therefore the sooner Hartford is agreed for the better for the Main Coal Seam will soon be wrought off.

Pelton Comon [Common] Colliery Friday August 15th 1766

We have this day View'd [viewed] and Consid'd [considered] the State of this Colliery. We find she is won by a Level of Drift drove from Chester [?] w'ch [which] Level has won the Main Coal Seam as well as the Seams above & very extensive workings are made by virtue of such wining [winning]. The last Coal pit sunk in this Colliery to the Main Coal Seam is called the Dyke pit and is ab't [about] 27 Fatho' [fathoms] deep. She is very near a downcast Dyke to the westward probably of 14 Fatho' [fathoms]. It is very evident this Dyke increases of its thickness to the Southward for in Southmoor Colliery the same Dyke is prov'd [proven] to be 9 Fathoms only – below this Dyke there appears to be a large tract of Coal upwards of 100 Acres and may probably be as good as any in Southmoor

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in both Five Quarter and Main Coal seams and indeed in the Lower Seams all the water that's bred below the s'd [said] Dyke w'd [would] of necessity be to Lift to the Level of the Main Coal Seam on the rise side thereof, but as the main Coal in general lies ab't [about] 11 Fatho. [fathoms] below the s'd [said] 5 Quar. [quarter] Coal consequently the s'd [said] five Quar. [quarter] Coal on the dip side of the s'd [said] Dyke will be ab't 3 Fatho. [fathoms] below the Main Coal on the rise side thereof and to go 80 yards to the East from the s'd [said] Shaft as much Level may be got as will free the s'd [said] five Quar. [quarter] Coal & Conseq'ly [consequently] take off the Top feeders that's bred there & if such Levels was drove up the water w'd [would] only be to lift 11 Fatho. [fathoms] to win the s'd [said] Main Coal in the dip side of the Dyke w'ch [which] is called the Brass Thill in S:moor Coll'y [Southmoor Colliery]. We are of opinion had this Scheme been enter'd [entered] before while Hall Colliery was begun & won it w'd [would] have been more Elligable [elligible] and Prudent and sav'd [saved] a good deal of money as the Coal wou'd [would] have been Indisputably good and a Nearer Lead than from White Hall Colliery, such Engine to win the Main Coal Seam may probably cost £300 Erecting and £100 a year maintaining. We view'd [viewed] this Colliery in the Dyke pit and finds the Lessees has this day left off working in the Main Coal Seam there but we find there is a good deal of

Coal left in the Pillars that may as well be wrought on the NW side if the Shaft as well as on the East side thereof and not to bring Creeps or Thrusts to damage the water course from this pit. We think those pillars are not strong enough and the method of working them we don't approve of. We also find the Colliery is wro't [wrought] at 8½ yd's & 9½ yards to a Wining [winning], the Bords 4 yd's [yards] wide and the Pillars 4½ yards & 5 yards thick and 40, 50 & 60 yards in Length. Jenk'g [Jenking] are drove up the middle of each pillar of ab't [about] 3 yards width by that means a Considerable Q'ty [quantity] of Coal is lost, therefore we recommend for the future that 10 yd's [yards] be made to each win'g [winning] and whenever the pillars comes to be wrou't [wrought] to begin next the face of the workings and take as much of the pillars as may be w'ch [which] will afford much Larger and more Coals than by Jenking as the pillars will be 6 yd's [yards] thick will certainly stop a Creep or Thrust at any time such method will be of great advantage of work'g [working] the Coals good as said before and may be wrought for less expense of Hewing than any wro't [wrought] by means of Jenk'g [Jenking] where the Cover is bad. We think 8 yards for a win'g [winning] suff't [sufficienet] as the Bords can only be drove 3 yd's [yards] wide h't [height] is 4 ft [feet] 5 Ins [inches] clean Coal. We also View'd [viewed] the work'g [working in Handen Hold Pit and in the main Coal S'm [seam] w'ch [which] is 27½ Fat [fathoms] and find the pres't [present] work'gs [workings] are to the NW and SW from the Shaft and the Coals are putt at the dist'ce [distance] of ab't [about] 600 yd's [yards] on a mean and some further than necessary at least 100 yd's [yards] for each Cors [course] and for what reason we don't apprehend or see. The Colliery is [?] very irregularly & on the NW we find one Bord is hol'd [holed] at force into another in more places than one w'ch [which] is frequently the Case where long pillars are. To the North and West from the Shaft the work'gs [workings] are much in trouble w'ch [which] will cause great loss of Coal. We find the Coal that can be got on the SE side is wrought and also on the NE side into the Copyhold Lands [form of land tenure] and these workings were said to be at a great dist'ce [distance] from the Shaft. The NW workings have got a downcast Dyke but how far is uncertain, it is pretty clear to us there is a

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good deal of Whole Coal below the s'd [said] Dyke but to set it over from this pit will not be worthwhile. The Extra Expence [expense] of putting Coals upholding the Barroways w'th [with] Lights & Timber & all other Workmanship w'd [would] we think quit the Expence [expense] of sink'g [sinking] a pit & whenever the pillars comes to be wrou't [wrought] in that part care must be taken to leave open a Water Course and Air Course for the remaining part of the Colliery to the West whether the Lessees of said Colliery Sinks another pit or not to the s'd [said] Seam. Below these Seams lays the Low Main Coal and Hutton Seams but they cannot be won without a Fire Engine or some such machine to draw the water. In short we have likewise Consid'd [considered] the Rates and prices that are now paid for working the Colliery and we think Considerable saving may be made in putt'g [putting] the Coals and in other matters w'ch [which] we can Demonstrate. The 5 Qu'r [Quarter] and Main Coals are almost Wrought out on the East side of the great Dyke above named so that little remains to be wrought but what Coal Lays on the West side of the said Dyke and in the Hutton Seam w'ch [which] Coal is Whole in all parts of this Colliery.

Whitehall Colliery Friday August 15th 1766

We find this Colliery is Won by a Drift or drain drove from Twizel bourn [Twizell Burn] w'ch [which] has cut the Main Coal and laid her dry at a certain place of point but not so far the dip as to Drain all the Coal on the s'd [said] Whitehall Comon [Common]. There are three pits already Sunk to the Coal and very great heaps on bank at two of the s'd [said] pits. The third pit is quite a new pit. The Coal os

ab't [about] 5 feet thick and seems very good Coal but is a little discoloured or Branded w'ch [which] makes them look badly. The Coal got out of the Last Sunk pit looks better than that got out of the Two first pits and as the workings goes still more Westward it's to be hop'd [hoped] the Coal will look better as to quality it is inferior to very few sorts. We are afraid when the workings advances over the Hill to the Southward where the Cover goes off. The Colliery will not continue its present worth as the Levels will not lay the Coal dry to the East part of the Comon [Common]. The quantity to be got here will not be very great perhaps ab't [about] [BLANK] Chald's [Chaldrons].

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We don't altogether approve of the method of working, the winings [winnings] are made at 8½ yards and 9 yards, the Pillars in general 40 yards long before hold, and the pillars ought to be at 25 or 30 yards, for when they are so long the workmen are often driv'g [driving] them too thin and then holing the Bords into each other. The thickness of the Pillars shou'd [should] not be less than 5 or 6 yards for when there are suff't [sufficient] Pillars left at first most Coal is got a second working. We find many Narrow Bords w'ch [which] Cost the Lessees great Sums of money even when the Roof is very good. These Costs an extra expense and we think some other savings may be made in the putting and other Articles w'ch [which] we are willing to demonstrate before any Person or Person's [sic] Conversant in Colliery's [sic].

[NEIMME-East-10a-118]

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Saturday August 16th 1766

Went to town and took a Bond for Benwell Colliery and bound 11 men & Lads.

Sunday went to Beamish with Mr Brown and took a Plan of Fatfield Colliery in order to meet Sir Ra: {Ralph} Millbank. Mr Brown spent all day with Mr Hartley.

Benwell Monday & Tuesday Aug'st [August] 18th & 19th 1766

I went down the Engine pit and plugg'd [plugged] up the under Snore holes as soon as I plugg'd [plugged] them up the Engine could not keep the water w'ch [which] is very plain she wants water way at the bottom so what way to proceed w'th [with] her ought to be well considered.

Walker Wednesday August 20th 1766

Met Mr Brown and fix'd [fixed] on a New Water'l [waterlevel] Pit ab't [about] 500 yards NE from the Engine and [?] yd's SE from the Bush Pit. The NE waterlevel wants ab't [about] 50 yards to go to the s'd [said] Intened'd [intended] Pit, she is going near Headw's [headways] course now.

Benwell Thursday & Friday Aug'st [August] 21st & 22nd 1766

At ab't [about] 9 o'Clock on Thursday morn'g [morning] stop't [stopped] the Engine and crew the Bucket it being very sore fail'd [failed], then thought proper to draw the Clack. I ord'd [ordered] the Hook to be put down and soon catch'd [caught] hold pf the Clack and by the Purchase of two Horses and ab't [about] 20 Men broke the Crab Rope then I ord'd [ordered] the Hook to be put on to the Speers w'ch [which] was done then fix't [fixed] two pair of five fold Blocks to assist the Crab w'ch [which] lifted the Pumps, then was oblig'd [obliged] to stay the Pumps down and at 9 o'Clock at night got her out.

[NEIMME-East-10a-119]

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Saturday attended in the forenoon at the Pay and in the afternoon went to town.

Sunday August 24th 1766. At Throckley mak'g [making] a Calculation of Benwell Colliery

Benwell Monday August 25th 1766

Met Mr Brown at the Engine and consid'd [considered] to stop her for a weeks time. The Old Stapple [staple] where the water is deliver'd [delivered] into is run together and clos'd [closed] therefore is bringing up a new Drift at the same Level to take off the Engine water w'ch [which] will be done in three or four days time. I went into the Low Drift to the s'd [said] Staple and sees there is great danger of her stoping [stopping] and if it should stop may damage the Engine Shaft w'th [with] the Main Coal water before the s'd [said] Drift can be finish'd [finished].

North biddick Tuesday August 26th 1766

We have this day View'd [viewed] and Considered the State of this Colliery and finds she has been formerly won by a Fire Engine near the River Wear and by such wining [winning] the Colliery wrought for sev'l [several] years but by an Accident of inflammable Air happening to take fire proceedings were stop't [stopped] in the whole mine and the pillars that were left happening not sufficient, both 5 Qua'r [Quarter] and Main Coal pillars are quite crush't [crushed] and thrust close and Consequently Lost. The second of present wining [winning] is by a Fire Engine fix't [fixed] on one of the Coal piles ab't [about] 50 yards to the SW from the Old Engine Pit. W'ch [which] present Engine is 66 Fatho' [fathoms] deep to the s'd [said] Main Coal Seam. There is no passable way from the s'd [said] Engine to any of the Coal pits neither in the Five Qua'r [Quarter] or Main Coal Seams. There is a Seam that lies above the Five Qua'r [Quarter] Coal and is called the Three Qua'r [Quarter] Coal w'ch [which] has been wrought in many parts of this Estate but is of an Inferior Quality

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Compar'd [compared] with the Five Qua'r [Quarter] or Main Coal Seams. There is a Dyke in this Estate that wins near East and West w'ch [which] is an upcast to the NW of ab't [about] 5 Fathoms tho' [though] in some places less. Below the s'd [said] Dyke We View'd [viewed] the 5 Qua'r [Quarter] Coal Seam in the Fortune pit w'ch is ab't [about] 55 Fatho' [fathoms] deep to that Seam. We find she has been Sunk to the main Coal and the s'd [said] Coal wrought. The present Workings are to the NW ab't [about] 570 yards from the Shaft and not far from Fatfield Estate. To the West and South West is Bound'd [bounded] by the River and to the Eastward and South by the Old Waiste [waste] so that not much Coal will be got in this pit in the s'd [said] Five Qua'r [Quarter] Coal. Below the s'd [said] Dyke the whole Coal and pillars may last 1½ year. We find there is no Communication between this pit and the engine pit I neither the Five Qua'r [Quarter] nor Main Coal Seam and all the water that's bred in this Colliery ouzes [oozes] thro' [through] the Thrust to the s'd [said] Engine w'ch [which] is a very uncertain Watercourse and might have been Remedi'd [remedied]. The height of the Five Qua'r [Quarter] Coal Seam is 3 feet 6 Ins [inches], the win'gs [winnings] are 8 yards some 9 yards thick, and eight, none & Ten yards long w'ch [which] we thinks too short. We also View'd [viewed] this Colliery in the Venture pit and Main Coal Seam w'ch [which] is ab't [about] 67 Fat' [fathoms] deep to the s'd [said] Coal; the Work'gs [workings] are only advanced ab't [about] 40 yards to the SE, to the Northwards is hold [holed] into the Foul Waiste [waste] w'ch [which] obliges

the Lessees to be at the Expense of Boring before the Workings. We find this pit has been wrought in the Five Qua'r [Quarter] Coal in every Qua'r [Quarter] and to the NE, N & NW there is bad Danty Coal and we are afraid such like Coal will be met within the Main Coal Seam. The Wayside pit is also Sunk upon the Old Waiste [waste] and to the s'd [said] main Coal Seam and an Air Course is made between the said Venture pit and Wayside pit but is a very precarious one. The height of Main Coal Seam is 5 feet including two Bands or Strata's [sic] of Stone of ab't [about] 3½ Ins [inches] thick. The winings [winnings] in General are 9 yards Each; Bords drove 3½ yards wide and pillars 3½ yards thick and ab't [about] 10 yd's [yards] in Length. We recommend for the future they be made 10 yards each at least in that case the pillars w'd [would] stop the Thrust at any time. We think the pillars shou'd [should] be longer. We are of opinion this Colliery is in a very bad State. The want of good Coal and the disagreeable

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situation of the old works makes her very Expensive work'g [working] for there is no Coal left in neither [either] the main Coal or 5 Qua'r [Quarter] in the dip side of the Dyke; all the Five Qua'r [Quarter] Coal is wrought in the Wayside and Venture pits and there is so saying w'th [with] Certainty what Quantity the Main Coal may afford. About 8 Fatho' [fathoms] below the s'd [said] main Coal lies a Seam of Coal called the Maudlin Coal w'ch [which] has been wr'd [worked] in the Neighbouring Colliery and probably may be as good in this as in these Collierys [sic], therefore we recommend a drift may be drove from the Engine to the Middle Pit 9w'ch [which] is ab't [about] 20 yards dist'ce [distance]) at or a little above the 5 Qua'r [Quarter] Coal and to Sink the s'd [said] Middle pit to the Maudlin C'l [coal] by means of some Machinery to be wrought by virtue of the s'd [said] Engine, and as that Seam is Whole in all parts of the Estate, a Quantity may in all likelihood be got out of her to serve the demands till further discoverys [sic] be made in this Colliery. As to the Rates and Prices current and paid in this Colliery we think some allocations may be made for the benefit of the Lessees in several Articles w'ch [which] we think we can point out when call'd [called] upon.

Walker Wednesday August 27th 1766

I meas'd [measured] the Headways and Walls etc. that's wrought this pay as usual. I find the West Drifts in the West Pit goes slowly and the Cover is so bad thinks proper to set her in narrow, to be 4 feet wide and four ft [feet] height. I agreed w'th [with] the workmen for 2s [shillings] pp [per] yard. Has got over the West Dyke w'th [with] the SW waterlevel but all the Level is not yet drove up the Coal locks will ord'd [ordered] that two West B'ds [bords] may be drove 20 yards and then to drive a North Headw's [headways] to lay off the West Pit Pump. The east work'gs [workings] is now ab't [about] 5 ½ Fa [fathoms] ppend'r [perpendicular] below the Level of the Engine therefore thinks nec'y [necessary] to fix Pumps to lift the water bred there, has got all the Men out of the Ann Pit Eastway into the Westway.

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Benwell Thursday August 28th 1766

Making a View of Borth biddick Colliery.

Fatfield Friday Aug'st [August] 29th 1766

Went to the Staith as usual and examin'd [examined] the Colliery Bills the overmen still gets some small overcharges w'ch [which] I deduct'd [deducted].

Benwell Saturday Aug'st [August] 30th 1766

The Offtake Drift where the Engine Water is deliv'd [delivered] into at the Old Staple is run together so is oblig'd [obliged] to stop the Engine till it be secur'd [secured] so is driving a new one has the Engine Men and [?] Teazers doing that.

Sildon Monday Sept'r [September] 1st 1766

I find this Colliery is won by a Fire Engine at the depth of 16 Fathoms and the water is deliver'd [delivered] into the Old Waist of an Upper Seam at 7 Fathoms from the Surface, the said waiste [waste] is all thrusten but the water finds its way thro' [through] the thrust. The first Coal pit is ab't [about] 16 Fathoms deep to the under Seam all the work'gs [workings] that's made is to the Eastw'd [eastward] 50 yards Northw'd [northward] 40 yd's [yards] and Westw'd [westward] 50 yards but the Cover is so bad cannot turn any Bords w'ch [which] is contrary to the cover to the Rise of Colliery where she has been wrought many years ago for I am told the Bords were wrought 4 yards wide an not many falls but now they will not admit of one yard w'ch [which] makes me Apprehensive it is not the Same Seam as the Old work'gs [workings] to the rise from many circumstances for the height of the Seam is only 12½ Ins [inches] to the Rise and 18 Ins [inches] to the East, where is commonly was to be 2 feet

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in the Old Colliery, therefore recommends to Core a hole in some of the old work'gs [workings] 10 or 12 Fatho's [fathoms] deep to try if any valuable Seam lies below the present one.

Mickley Moor Colliery Sept'r [September] 1st 1766

Went down the Matthew Pit to the six Quat'r [Quarter] Coal or upper Coal. I find the Level is drove from the bourn and cut the Thill of the s'd [said] Seam at about 20 yards to the NE from the Shaft, has also continued it in Coal ab't [about] 20 yards further to the NWestward. The work'gs [workings] are to the Soutw'd [southward] ab't [about] 100 yards, ord'd [ordered] that the Hewers may thro' [through] by the top Coal for w'ch [which] they agreed to have 3d [pence] pp [per] Score but I find the quantity that it will afford is not thrown by this pit is very badly off for Air therefore I ord'd [ordered] a Lamp may be set in the s'd [said] pit. The Overmen is complaining the price that agreed for will not set on this pit (Viz, 6d [pence] pp [per] Score).

Byker Tuesday Sept'r [September] 2nd 1766

In the Success pit is driving two Drifts in order to get the Jane pit Dyke, the s'd [said] Drift is 50 yards thro' [through] the Barrier and 40 yards thro' [through] the Bound'ry [boundary] makes her 90 yards in all and at the face has got a Downcast trouble of ab't [about] 4½ feet and ½ a y'd [yard] further has got an upcast ab't [about] one yard w'ch [which] will make her very expensive and troublesome to set thro' [through] ord'd [ordered] one Drift may be drove two yards and a half wide w'ch [which] will admit of a Brattice.

Tanfield moor Wednesday Sept'r [September] 3rd 1766

The Run pit Staple is finished and the main Coal Drift is drove ab't [about] 30 yards SW from the s'd [said] Staple she is 9 feet under Level of the delivery ord'd [ordered] a pump may be got for that

purpose to lift the water. Is working the Run pit to the NE tow'd [towards] the Catch pit Thrust w'ch [which] will soon be off at the present rate of working, thinks it proper to set on the Edge pit in a months' time. The Dayhole still continues in strong Stone and is now 25 yards in.

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Tanfield moor edge Wednesday Sept'r [September] 3rd 1766

The Engine water rises very fast for is now ab't [about] 4 feet below the Bucket door and is now 2 feet ppend'r [perpendicular] above the Thill of the Coal at the North pit Shaft; The Engine goes very well and continues rising and when it comes to rise above the Bucket door will be at a very great uncertainty for neither Bucket or clack can be drawn up the Pumps, The Success pit is working the Pillars to the NE in the Hard Coal Seam is also working the Duke pit in the Brass Thill Seam the North Headways is 110 yards in, the West'd [westward] rises moderately, to loose the South Head's [headways] will be ab't [about] 27 yards to drive Southw'd [southward]. I examin'd [examined] the Bills etc.

Walker Thursday Sept'r [September] 4th 1766

I went to this Colliery and w'th [with] the Overmen, Pollock and Mr Donkan want and examin'd [examined] the Old Waists and work'g [working] in both the West and Ann pits, we find that much alteration can be made for the better security of the air Course and present workings. The Workmen has got to such heights & by whose advice I cannot learn, that they will not go to work when any Person goes into the Waiste [waste] to examine it so that when the Ann pit is double shift, the waste must go to destruction & ruin.

Fenham Friday Sept'r [September] 5th 1766

I find the Engine house is finish'd [finished], the Boiler, Beams, Chains and some of the Pipes fix'd [fixed] so in two or three days time will get her to work. I measured the Mason work at the House. This Engine is meant only to supply the House

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with water.

Viz.

Wm. [William] Ord Esq. To Rob't [Robert] Harle

Dt [debit]

	£	S	d
To building an Engine house finding Workmanship Leading Lime Stones etc. 157½ yd's @2d pp	11	15	-
To building a Coal house finding Workmanship and Lime 45½ yd's @8d pp	2	10	4
Setting the Boiler and building a Chimney pp Agreement	3	-	-
	£ 16	5	4

Saturday at Newcastle went in order to Assist to bind some of Throckley Pitmen

Benwell Monday Sept'r [September] 8th 1766

In the morning got Benwell Engine ready to start w'th [with] a New Bucket and Clack, and in the afternoon mak'g [making] a Copy of Lord Northumberlands Account.

Walker Tuesday Sept'r [September] 9th 1766

The Bush pit is now Sunk ab't [about] 25 Fathoms and the water goes away at ab't [about] 4 Fathoms from the bottom at a Parting there, took dimensions for a Frame dam to put into be a lofge for the Sludge that comes down the borhole [borehole] but has no great hope of it answering any purpose, for the Coal & cover's so bad & tender. There is a large quantity of water in that hole perhaps [?] as a 10 Ins [inches] bore will drain. The West Drifts in the West pit is much in the same State as my last Acco't [account] has got ab't [about] 20 yards over the West Dyke where the SW waterlevels has to be drove. The NE Levels want

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about 40 yards to the New Intend'd [intended] pit.

I Lin'd [lined] the NE water'l [waterlevel] from the Ann pit and stak'd [staked] it out above Ground.

Viz.

	° [degrees]	Ch: Lin: [chains.links]
1 st	N8W	1.01
2	N81½E	3.97
3	N76½E	.72
4	N85½E	.92
5	N78E	1.93
6	N78E	1.07 To the 1 st Trap Door that goes into the Levels
7	N87E	.19
8	S38E	.13 Into Northmost waterlevel Drift
9	N19E	.29
10	N16E	.28
11	N40E	.61
12	N15½E	.38
13	N59E	.31
14	N9½E	.52
15	N56½E	.67
16	N36E	.33
17	N59E	.26
18	N70E	.38
19	N79E	.50
20	N73E	.64
21	N54½E	.55
22	N79½E	.82
23	N85¼E	1.17
24	N68½E	.44
25	N86E	.42
26	N30E	.20
27	N3½W	.54

28	N52E	.37
29	N78½E	.29
30	North	.43
31	N57E	.52
32	N75E	.41
33	N8W	.39
34	N30E	.41
35	N68E	.35
36	N20½E	.29
37	N64½E	.20 To the face & course of Intended piles N17°W – 1.85 Ch.Lin

Lin'd [lined] the West Pit Shaft Sept'r [September] 9th 1766

	° [degrees]	Ch: Lin: [chains.links]
1 st	Nor:14½W	0.97
2	S80½W	.83
3	N89W	.66
4	S82W	2.64 to a South Head's [headways] Offset
1 st	S79½W	4.29
2	S64½W	.65
3	S81½W	.34 to West Dyke a downcast to West of 13 feet

[NEIMME-East-10a-127]

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[?] came back to South Headways

	° [degrees]	Ch: Lin: [chains.links]
5	S7E	1.78
6	S8E	1.25
7	S80W	.94
8	S7E	1.62
9	S28½W	.59 into the SW Dyke
10	S20E	.83
11	S61½W	.75
12	S7½W	.65
13	S34W	.47 into the Northmost Waterlevel Drift and a South Head's [headways] ab't [about] 40 yd's [yards] to Dyke
14	N68½W	.97
15	N53½W	.70
16	S85W	1.09
17	N66½W	.35 to a Drown'd [drowned] Dyke of 8 feet
18	S85W	1.20 to the face of Bord

Tinmouth Moor Wednesday Sept'r [September] 10th 1766

Met Mr Brown & Mr Walton at Newbenton Engines and went from there over the moor first to view the Old Mens workings and then to Mr Aumbles 74½ Fathom Borhole [borehole]. A new Wining [winning] is Intend'd [intended] to be made near Greens Gate where a hole is bor'd [bored] 61

Fathoms to the main Coal Seam if such wining [winning] was made at that place it w'd [would] win but a small part of High Flatworth as appears by the Course of the water'l [waterlevel]. A boring has been made in Flatworth Grounds to the depth of 64 Fatho's [fathoms] and there is no Strata of Stone that can be accounted for and if the Coal is there at all it must lie at least 77 Fathoms deep, if an Engine was Erected there w'd [would] win 30 or 40 Acres of Coal more than an Engine w'd [would] do near Greens Gate if the Coal is there at all. The Engine at Greens Gate will probably win ab't [about] 600 Acres of Coal. The Fanney Pit is Sunk ab't [about] 21 fathoms and wants 7½ Fatho's [fathoms] more to the Coal. The pits are all at work and has on ab't [about] 15 Heels. There appears to be 1800 Chald'd [chaldrons] of small Coals resting at the pits; the Stone Drift going to the Dip of Colliery for the Slides is only got 2 yards in.

[NEIMME-East-10a-128]

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Went to Chirton and finds that the Bords on the South side of the Shaft is hol'd [holed] into the Old Work'gs [workings] from the Luckey Pit and also two Bords on the North side ord'd [ordered] that the North Headways may be set away w'ch [which] is now standing at an Upcast trouble and then to cut it out to the full dip of Colliery.

At Whittle Point Staith the vend will be ab't [about] 1200 Chald'd [chaldrons] this pay.

Benwell Sept'r [September] 11th, 12, 13 & 14th 1766

At home being not well wright'g [writing] a Book of the depth of sundry Pitts; making a Plan of Bedlington Colliery for Mr Matt'w [Matthew] Newton etc. etc.

Walker Colliery Monday Sept'r [September] 15th 1766

Lin'd [lined] from the West Dyke in the West Pit workings to the face of the Drift.

	° [degrees]	Ch: Lin: [chains.links]
1 st	S78W	1.76
2	S60½W	.96
3	S75W	1.86
4	S70½W	1.32
5	N17W	.46
6	N87½W	.59
7	N87W	1.93
8	N80½W	1.46
9	N69W	1.49
10	N46W	.72
11	N87W	1.56
12	N85W	1.45
13	West	1.47
14	N81W	.68 To a Trap Door at 45 Lin set away a Drift North and then goes West
15	N59W	.63 Lin
16	N45½W	.37 & ab't [about] 4 yards short of face

From the face Course to Gourley's House is

	° [degrees]	Ch: Lin: [chains.links]
	N15E	4.87

This Drift has been drove very badly for at the beginning there is a Dyke at ab't [about] 40 yards to the Southward a downcast that way of ab't [about] 10 Feet and at 30 yards Northward is another downcast of how much is not known; these Dykes appears to run near Parallel to each other & I gave the Drifters a point to Drive the s'd [said] Drifts up the middle between the two Dykes

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but they have got the North dyke with one of the Drifts. I stak'd [staked] it out above ground and took the Course of the Thistle Pit Dyke and finds at ab't [about] 10 yards further may probably get the s'd [said] Dyke it is supposed to be an upcast to the Westward of ab't [about] 20 Fatho's [fathoms]. I find ath Edw'd [Edward] Smith has been fixing Trap Doors in the West Bords in the dip side of the West Dyke at each Bord end where they may be wrought without that Expencc [expense]. The east Water Level wants ab't [about] 35 yards to the Charlotte pit & the South Waterlevel is still in the West Dyke.

Tanfield Moor Colliery Sept'r [September] 16th 1766

The Brook pit is working in the Hutton Seam and 18 XX pp day [score per day] ord'd [ordered] that the Run pit may be laid off and the Edge pit set to work. I find that most of the Whole Coal and Pillars are wro't [wrought] on the NW side of the Shaft so all the Coal that can be got at present is to the SW where some Whole Coal is stand'g [standing] but is out of renk (viz) above 310 yards from the s'd [said] Shaft but yet I find it will come best to the Run pit as it is to the Rise of Colliery so ord'd [ordered] that the work'g [working] may be run 360 or 370 yd's [yards] from the s'd [said] Shaft. I find that Emmerson has set people to work to open some Old levels in the Mothergate West'd [westward] (and at a great Expencc [expense]) to loose some dead water in the SW places w'ch [which] may bode one at every trifling Expencc [expense] by holing a Bord to the Southward so that in two days time may get this pit to work. The Brook pit is work'g [working] to the NW & the North Headways is hol'd [holed] into the Ling pit M.gate [Mothergate] West'd [westward] at the face of the s'd [said] West'd [westward]. I find the Coal Drift between the Brook pit and the Cape pit is very bad and wants Timbering. I ord'd [ordered] it to be got done as there is no other way between the s'd [said] Brook pit and the new Dayhole. The dayhole is now 25 yards in and ab't [about] 22 yards drove out of Cleugh deen [dean]. The east pit is Sunk at ab't [about] 6 Fatho's [fathoms] and is now Walling her with Stones.

Tanfield Moor edge Tuesday Sept'r [September] 16th 1766

Nothing particular since my last Acco't [account] of Tanfield Moor edge Colliery, only the Drift tow'd [towards] the Dyke pit goes slowly for'd [forward] for what reason I don't see on;y for Mr Ridley to beat that Expencc [expense] himself. The Duke pit works very good Coals in the Brass Thill Seam.

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The Engine water rises very fast and unless something more be done Mr Silvertop will soon be at a stand.

Rise Moor Wednesday Sept'r [September] 17th 1766

Met Mr Waters at Stella and went w'th [with him to his Colliery. The Stone Drift goes very slowly for s'd [said] it wants ab't [about 15 yards to the Prosperous pit. The Dogg pit is 22 Fathoms Sunk and now in a very hard Stone. I went with Mr Waters to Mickley and find the Small Coal heap advances greatly is now working the Matthew pit in the upper main Coal Seam at 15 XX pp day [score per day] w'th [with] a 16 Peck Corf. The Byway to this Colliery will be finished before any Coals can be wrought.

Thursday Sept'r [September] 18th 1766

Met Mr Brown Mr Jenn [?Jenison?]: Shafto Mr Rob't Shafto and Mr Garland at Mr New'kr [Newkwr] Hudson's and had the Views of Pelton Moor, Whitehall & North Biddick Colliery Exa'd [examined].

Tanfield Moor edge Colliery Friday Sept'r [September] 19th 1766

Went w'th [with] Mr Brown to Tanf'd [Tanfield] Moor edge and he resolv'd [resolved] to have a Tryal [trial or try] made if the Shieldraw Coal at the Venture Pit, we find the Boiler fails very much and the Engine cannot manage the water. The Engine Pit is very much out of order and am afraid of her caning altogether ord'd [ordered] My Puncheon (sometime since) to get Crib made to secure her. The Duke pit is work'g [working] 11 XX pp day [score per day] in the Hard Coal Seam w'th [with] a 20 Peck Corf. The Drift going tow'd [towards] the Dyke pit goes slowly forw'd [forward]. Went to Busblades New Wining and met Mr Silvertop Mr Brown resolv'd [resolved] w'th [with] him to try the Venture Pit at Tanfield Moor edge in the Shieldraw Seam and then to put a Frame Dam in the Drift if the Coals will not answer for Sea Sale Mr Brown recommends that the Level from the Oval pit at Pontop pike to the New Engine at Busblades to try if the Level there will be as low as the Coal at the s'd [said] Intend'd [intended] Engine, then leave may

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be ask'd [asked] for Liberty of water course thro' [through] Pontop pike.

Saturday at Newcastle.

Sunday met Mr Brown at Newcastle and greed w'th [with] Jacob Weatherbourn & Bar: Brough to go to west Aukland Colliery.

Tanfield Moor Monday Sept'r [September] 22nd 1766

Went down the Run pit to the Hutton Seam and also went into the Main Coal Drift at a Staple ab't [about] 20 yards to the West from the said Shaft and find she is ab't [about] 100 yd's [yards] drove past the s'd [said] Staple to the SW.ward [south-westward] going in order to loose some Whole Coal that lies to the West from the Hobson's Pit took dimensions of the Staple and shew'd [showed] Geo [Gorge] Emmerson the size for a Wheelhole & a place to fix a Pump to lift the water for the s'd [said] Main Coal to the Level of the delivery w'ch [which] will be ab't [about] 9 feet. The water that' bred in the Hutton Seam is intended to be applied to turn the s'd [said] wheel; the East pit is now Sunk 12 Fatho's [fathoms]. The New Dayhole gets very slowly forward for she is now only 26 yards and in a very strong Whin Stone. The Brooke pit is work'g [working] 18 XX pp day [score per day] and the Edge pit 17 XX pp day [score per day] w'ch [which] will just keep the waggons going.

Tan'd [Tanfield] Moor edge Sept'r [September] 22nd 1766

The NW workings in the Duke pit Brass thill Seam wants ab't [about] 15 yards to the Bound'ry [boundary]. I ord'd [ordered] Ra: [Ralph] Naizby to leave them ab't [about] 5 or 6 yards short till I had an Opportunity of Lining them w'ch [which] w'd [would] be in a weeks time, is still working the Success pit pillars in the Hard Coal Seam to the NE and the Whole Coal to the NW tow'd [towards] the Wood pit old work'gs [workings]. The Engine is in much the same Condition as my last Acco't [account].

Mickley Moor Tuesday Sept'r [September] 23rd 1766

Surveying Mickley East Moor Estate etc.

A R P

& Contains

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Walker Wednesday Sept'r [September] 24th 1766

Measu'd [measured] the Headways and Walls etc. as usual I find thw West Drifts going tow'd [towards] the Thistle Pit Dykes has now got the s'd [said] Dyke at 630 yards West from the West pit Shaft, has got the SW workings over the Dyke and now driving a N Headways to lay off the West pump in the M.gate [mothergate] from the SW waterlevel. Edw'd [Edward] Smith is making great alterations w'th [with] the Air Course in the Ann Pit bit I told Pollock to pay very little regard to it till their Pitmen were bound and then we w'd [would] have these things settled, the East waterlevel Drift wants ab't [about] 25 yards to the Charlotte pit. The Sinking is stopt [stopped] in the Bush Pit on Acco't [account] of the Large quantity of water.

Thursday Sept'r [September] 25th 1766 Making a Plan of Mickley Colliery

Byker Friday Sept'r [September] 26th 1766

Went w'th [with] Mr Brown down the Success pit and finds the Drift in St. Anthonys Colliery is in the Jane Dyke and the Stone is very strong, set out a pit ab't [about] 40 yards SW from the face of the s'd [said] Drift and ord'd [ordered] that the Drift may be drove to her waterlevel or thereabouts, went to the Engine Shaft & sees she is in a very bad situation at the Bottom, ord'd [ordered] that the Low Set of Pumps may be drawn bank to try to get a windbore piece out w'ch [which] the Whole Set of Pumps stand on and the sooner that is pit I execution the better.

From Saturday Sept'r [September] 27th to Sund'y [Sunday] Oct'r [October] 5th 1766

Not well stayed at Benwell

Monday went to Throckley to see Mr Brown stay'd [stayed] all night.

Rise Moor & Mickley Moor Tuesday Oct'r [October] 7th 1766

The Dogg Pit is now Sunk at 23½ Fathoms and is supposed to want ab't [about] 17 Fatho's [fathoms] more to the Low Main Coal.

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Mr Rich'd [Richard] Brown Lin'd [lined] the waterlevel Stone Drift from the Venture pit tow'd [towards] the Prosperous pit. Viz.

	° [degrees]	Ch: Lin: [chains.links]
1 st	S25W	0.17
2	S28W	.66
3	S61W	.31
4	S14W	.46
5	S37W	.50
6	S28½W	.23
7	S39W	.49
8	S15½W	.33
9	S34W	1.51 at 90 Lin beginning the Soft Stone
10	S22W	0.14
11	S33W	1.61
12	S34W	1.06 End of Soft Stone
13	S38W	.30
14	S48W	.25
15	S24½W	.44
16	S26½W	.22
17	S16W	.32
18	S6½W	.22 Course to the Venture pit Shaft is S69°W 0.32 Ch: Lin:

Measu'd [measured] the Stone Drift from the Venture pit Shaft	Yd's	Yd's
First, drove before the Last Barg'n [bargin] was Lett [let]		45¼
From there to the beginning the Soft Stone	43¾	
In Soft Stone	75¼	
To the face	38½	
		157½
	Tot'l	202¾

Dt. [debit]	£	[s]	[d]	Ct. [credit]	£	[s]	[d]
To 20 yd's Do. @50d pp	50			By Cash Rec'd at Sundry times	254	4	6
23¾ do. @ 42d pp	49	17	6				
75¼ do. @21d pp	79		3	Balance	5	10	3
	£ 259	14	9		£ 259	14	9

Mickley Moor

Lin'd [lined] the workings in the Math'w [Matthew] Pit and Stak'd [staked] the Waterlevel Drift out above Ground and made a plan for Mr Waters

[NEIMME-East-10a-134]

Walker Wednesday Octo'r [October] 8th 1766

The Pitmen are very Idle for the work'gs [workings] are only 10 XX [score] pp [per] day at the Ann Pit and 5 XX [score] per Shift at the West Pit. The timber is the West pit West Drifts is not suff't [sufficient] and a good deal is broke. I ord'd [ordered] that it may be kept open and well Timbered; is working to the East at a Considerable way underlevel of the Engine, the water is led by a Horse & Tubs to the Level of the s'd [said] Engine and deliv'd [delivered] there, but is now fixing some pumps to draw it. In the Ann Pit the Present Workings are to the NW on the dip side of the 13 feet Dyke. The winings [winnings] are 12 yards each, the Bords from 4 yards to 3 yards wide and Pillars from 8 yards to nine yards thick, and 18 yards in Length, the NE waterlevel Drift wants ab't [about] 15 yards to the Charlotte pit, the Overman in the Ann pit has pulld [pulled] down several Stopings in the M.gate [mothergate] West'd [westward] w'ch [which] causes great loss of Air thro' [through] all the NW work'gs [workings] in the s'd [said] pit. I measu'd [measured] the Headways and Drifts as usual the Charlotte pit is Sunk 12 Fathoms, & the Bush pit 24 Fatho's [fathoms] as the Engine cannot draw the water that is in the Bush pit Borhole [borehole] must get the New Engine forwarded with all speed and must be well consid'd [considered] how to proceed w'th [with] the Thistle Dyke.

Thursday Octo'r [October] 10th 1766 Went to Fryers goose and got a Cylender [cylinder] of 48 Ins [inches] Dlam'r [diameter] loaded, for Sir John Eden B't [baronet] for West Aukland Colliery.

Plessey Octo'r [October] 10th 1766

The New pit near Plessey Square is 15 Fatho's [fathoms] Sunk and bord [bored] to the Upper Main Coal Seam. The Spring Pit is working 21 XX [score] pp [per] day w'th [with] a 14 Peck Corf & in the Low Main Coal Seam, the North Headways is ab't [about] 100 yards in and drove in the bottom of a Swilley [Steep sided dip or basin shape affecting a seam or roadway] so that both the East'd and West'd [eastward and westward] rises the West'd [westward] is dyk'd [dyked] at ab't [about] 30 yards from the Shaft to a Downcast of ab't [about] 15 feet, recommends to drive the Waterlevel Drift

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up the s'd [said] Dyke till gets the Coal in the dip side of her, the Seam of Coal varies of its height from 3½ feet to 2 Ft [feet] 10 In [inches] thick and is much entangled in troubles and especially on the NE side of the Shaft. The Whole Coal is all wrought in this Pit and Upper Main Coal Seam & the Pillars are made ready to work to the NE, means to take off 2 yards of the side of each Pillar. The Steady Pit is working in the said Low Main Coal Seam to the SW & NW at ab't [about] 300 yd's [yards] in a Mean from the Shaft, the NWest'ds [north-westwards] are not far from the Bound'ry [boundary] and wells very sore but mostly at the Thill and in the Coal, care must be taken to leave a Barr'r [barrier] near the Bound'ry [boundary] of 40 yards at least and the Coal layer very ebb thou' & the disagreeable situation of the Drown'd Waiste [drowned waste] in the Upper Main Coal Seam w'ch [which] lies ab't [about] 8 Fatho [fathoms] above. The Stak'd Dist'ce [staked distance] to putt the Coals is 200 yards to the Rise and 150 yards to the dip from any Pit or Shaft. I settled the Over Renk (Viz) be vended, resolvd [resolved] of putting in a Framed Dam to stop the feed in the New Pit that is bred in the Shieldraw Post, had some talk w'th [with] Mr Puncheon ab't [about] the Price but could not agree for it he asks £3.15s [shillings] for making it putting it and Wedg'g [wedging] etc. w'ch [which] I think is considerably too much therefore made no agreement. The Success Pit is work'g [working] the Pillars of the Hard Coal Seam to the NE tow'd [towards] the Main Dyke and some to the NW. the Duke pit is work'g [working] in the Brass Thill Seam and I Lin'd [lined] the work'gs [workings] as und'r [under] tow'd [towards] Busblades Bound'ry [boundary] From the Shaft.

	° [degrees]	Ch: Lin: [chains.links]
1 st	S82½W	0.90 to the First North Headways
2	S48½W	.26
3	S85W	2.54 Offset to the face is S86°W 18 yards and 4 yards sho't [short] of the Bound'ry
4	N73½W	1.61
		at 28 Lin. crosses the Drift
		at 50 Lin. a West'd 20 yd's and sho't [short] of the Bound'ry 1½ yd's
		at 95 Lin. a West'd 18½ yd's and sho't [short] of the Bound'ry 3 yd's
		at 135 Lin. a West'd 14 yd's and sho't [short] of the Bound'ry 8 yd's
		at 161 Lin. & 20 Lin. further another B'd and has 21 yd's to go
		Note at end of the 3 rd Sett a South Bord S13½W 9yd's and a Bord 10½ yd's West has 9 yd's to go to the Bound'ry

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Set	° [degrees]	Ch: Lin: [chains.links]
5	N77½E	1.52
6	N11W	1.60
		at 50 Lin. a West'd 34 yd's
		at 90 Lin. a West'd 19 yd's
		at 134 Lin. a West'd 12½ yd's
7	N7½W	0.79 to the face of the Headways
		at 20 Lin. a West'd 11 yd's
From the face of the Headways Course to the Dyke Pit is		
	N11W	8.90

Tanfield Moor Octo'r [October] 16th 1766

I exam'd [examined] Geo: [George] Emmerson's Bills of Tanf'd [Tanfield] Moor Contingents from Sept'r [September] 19th to and w'th [with] Octo'r [October] 17th 1766.

The sum amounts to

£57 – 10 – 1

The Wheelhole on the Run pit Staple is finished and the Main Coal Drift is now 200 yards drove Westward the Dayhole in the Cape pit work'g [working] is now 30 yards in & the East pit is now sunk 11 Fatho's [fathoms] & on pretty strong Post.

Walker Friday Octo'r [October] 17th 1766

Met the Owners and Mr Brown at the Colliry and consid'd [considered] ab't [about] sundry matters relating to the s'd [said] Colliery: first the West Pit West Drifts has got the Thistle pit Dyke at ab't [about] 620 yards West from the Shaft. I find by the Course of the Jane Dyke it will join the Thistle Dyke [?] to the South [?] from where the s'd [said] Drifts cutt's 'cuts' the Dyke & to Sink a pit there it must of necessity be between the two Dykes and a Barrier of Whole Coal of 60 yards in breadth is to be left ag'st [against] Byker & St Anthony's Colliery leaves only 14 Acres of Whole Coal to work, therefore to Sink a Pit there will not be worthwhile & not quit the Exp'ce [expense] Agreed w'th [with] Hen'y [Henry] Rennicks to Sink the Charlotte Pit to the Stoneh'd for 38s pp Fath'm [shillings per fathom], ord'd [ordered] that a New Regulating Beam may be got for the Old Engine, and the

West Engine go to Work as soon as possible. The Bush Pit is Sunk 24 Fatho's [fathoms] and the Borhole [borehole] is oblig'd [obliged] to be plugg'd [plugged] up for reason of such a large feed of water.

[NEIMME-East-10a-139]

Saturday at Newcastle met Mr Waters w'th [with] a plan of Mickley Moor Colliery.

Rise Moor Octo'r [October] 20th 1766

The Stone Drift wants 2½ yards to the first Int'd [intended Coal Pit called the Prosperous Pit. The Dogg Pit is Sunk 30 Fatho's [fathoms] and will want ab't [about] Sunk 5 Fatho's [fathoms] more to the Thill of the under Main Coal Seam. I Lin'd [lined] the work'gs [workings] in the Lower Seam at Mickley Moor from the Bella Pit.

	° [degrees]	Ch: Lin: [chains.links]
1 st	S16E	0.95
2	N80¼E	1.21 and 81 Lin. more to the face
3	S14E	.79
4	N79½E	1.24 and 100 Lin. more to the face
5	S16¼E	1.01 and offset S16°E 10 yd's and East 18 yd's
		at 50 Lin. an East'd 17 yards
		at 100 Lin. an East'd 14 yards
6	S87½W	1.22
		at 40 Lin. an East'd 21 yards
		at 86 Lin. an East'd 7½ yards
7	S15E	0.86
8	S88½W	1.03
9	S71½W	0.25
10	S13½E	.20 and 10 Lin. more to the face
11	S72W	1.27 a West'd 25 yd's
12	N3½W	0.32
13	S74W	1.23 and 25 yards to the face
14	N10W	1.25
		at 45 Lin. a West'd 23 yards
		at 90 Lin. a West'd 21 yards
15	N18W	0.68
		at 15 Lin. a downcast to the North of 3 feet
16	S74½W	1.29 a Bord ab't 4 yd's to South drove 4 yd's up
17	N11W	2.05 into the Mothergate west
		at 24 Lin. a West'd 27 yards
		at 65 Lin. a West'd 25 yards
		at 115 Lin. a West'd 40 note gained a Bord and is 40 yd's up from this offset
		at 160 Lin. a West'd 43 yards
		at 205 Lin. a West'd in the M.gate and a South H'd 5 winings in
		and the two innermost Bords is only 3 yards each
18	S84W	1.35
19	S89W	2.45 To the face of the M.gate
		At the end of the 18 th Sett a South Headway and a West'd drove 24 yd's

I find the dip Headw's [headways] in the upper main Coal Seam in the matthew Pit is not so Hausey as ment'd [mentioned] in my last Acco't [account]. The Bella Pit is work'g [working] in the s'd [said] Seam but very bad Danty Branded Coals w'ch [which] shows the necessity of going to the Dip. Made the Bond ready for this Colliery and Rise Moor and had a great number of Men at the Colliery but bound none, their expectations and requests were more than could be granted.

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Fatfield Tuesday Octo'r [October] 21st 1766

The Pits are all Idle on Acco't [account] of the bad weather, went down the Rush Pit in the 5 Quar'r [quarter] Coal seam and finds the Present Work'gs [workings] are all in Harraton Outside and the SW Headw's [headways] is 208 yards from the Shaft. There is a good deal of Level lost at ab't [about] 70 yd's [yards] backw'ds [backwards] from the face and if it was truly drove up it wou'd [would] be ab't [about] 4½ feet deep at the face. Ord'd that the work'gs [workings] may be set away to the East over the s'd [said] Headw's [headways] and the Level drove to full dip of Colliery till it be ab't [about] 14 Ins [inches] deep and then drove in the Comon [common] Course of the work'gs [workings] NWard [northward] but always to have ab't [about] 14 Ins [inches] of Stone Levels; I find the winings [winnings] are only 9 yd's [yards] w'ch [which] I ord'd [ordered] may be made 10 yards for the future, height of the Seam is 4 feet, there is a Barrier of Whole Coal of 20 yd's [yards] thick left in Fatf'd [Fatfield] Colliery and 30 yd's [yards] thick in Harraton Outside [?ag'es?] [agrees] so that a Frame Dam may be put in when pleas'd [pleased] to prevent Harraton Outside being won by Fatf'd [Fatfield] but has made the Communication ab't [about] 4 yd's [yards] wide and that the Gordon Pit in the Main Coal Seam may be got ready for a stop't [stopped] number of men and to lay off the Corner Pit at Ouston when that is ready. The Chance Pit is work'g [working] mostly to the N.East ab't [about] 363 yd's [yards] dist'ce [distance] from the Shaft upon a mean, ord'd [ordered] that the Min Water'l [waterlevel] Drift may be kept Constantly going and when got ab't [about] 40 yards further to branch off a Drift to the New Pit Sink'g [sinking] by Richard Brown eic. Ord'd [ordered] also that a Drift in the 5 Quar'r [quarter] Coal may be drove to the s'd [said] pit out of the work'gs [workings] in the Plain Pit.

Walker Wednesday Octo'r [October] 22nd 1766

The NE Waterlevel Drift wants 4 yards North and 4 yards West to the Charlotte pit she is now Sunk 15¼ Fa' [fathoms] and still in a strong blue Clay, fix't [fixed] on a new way to be made to lead the Colas from the east work'gs [workings] in the West Pit to the Ann Pit Occasionally, and ord'd [ordered] that it may be got ready w'th [with] all speed. The Pumps are not finished yet to draw the water below the Engine Level in the West pit Eastway. There is nothing particular since my last but but the Comon [common] rate of work'g [working].

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Tanfield Moor Thursday Octo'r [October] 23rd 1766

The Main Coal Drift going West'd [westward] is now 220 yd's [yards] from the Run Pit Staple and rises, has set away a south Headways tow'd [towards] the Swelley in the Hutton Seam to the West

from the Watch Pit. Mr Puncheon has not yet got the wheel finished to draw the water in the s'd [said] Main Coal Drift.

Meas'd [measured] the Mettle [metal] work in the Flatt Pit heap stead to 2400 yards and agreed w'th [with] Jos. [Joseph] Hopper for £36.15/-

The Edge and Brook pits is work'g [working] in the Hutton Sm [seam] at each 18 XX pp day [score per day] w'ch [which] just supplies the waggons. The Edge pit is work'g [working] the Pillars to the SW at 310 yd's [yards] dist'ce [distance] from the Shaft and the Brook pit work'g [working] to the NW in the Main Coal. Ord'd [ordered] the Flatt Pit Heap stead may be got ready and finished ag'st [against] Christmas to set to Coal Work.

Tanfield Moor edge Thursday Octo'r [October] 23rd 1766

The Engine is standing and is repairing the Boiler. Agreed w'th [with] Mr Puncheon to put a Frame Dam between the Venture and Fortune pits for £3 3s w'ch [which] Dam will take 100 Feet of wood. The Duke Pit is work'g [working] in the Brass Thill Seam to the NW at ab't [about] 110 yards dist'ce [distance] from the Shaft & the Success pit is still work'g [working] the Pillars of the Hard Coal. The Heaps advances a little on Acco't [account] of the waggons going badly for bad weather.

Tinmouth Moor Friday Octo'r [October] 24th 1766

Examined the Bills and Paid the Money. The Fanney Pit id Coal'd and the Coal taken up some part looks very well and better than in any part of the Colliery I've seen yet had great providence from the Pitmen etc and a Saddle Bridle Whip & Spurs run for by the Waggon Horses.

Saturday at Benwell

Sunday at Throckley making sev'l [several] Estimates etc. and one to work Tanf'd [Tanfield] Moor Edge Colliery and find it to cost ab't [about] £3.1/-

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Halliwell Reans Monday Octo'r [October] 27th 1766

I find the last wining [winning] of this Colliery is by a Fire Engine fix't [fixed] near Brunton Estate w'ch [which] lifts the water from the Main Coal Seam by a Pump of 9 Ins [inches] Diam'r [diameter] and is discharg'd [discharged] at the Grey's Seam, and there a 12 Ins [inch] Bore is fix't [fixed] and lifts to the Surface of the Earth, w'ch [which] is 29 Fathoms in all. I find the waterlevel Drift is drove 102 yards from the Engine Pit NW and is at or near Brunton Estate it is going to a pit near the Grey's Engine. There is a Pit Sunk in Brunton Estate to the Grey's Seam and a Drift down from the New Engine in Lord Carlisle's Estate and now her in the s'd [said] Seam and what power the Lessee has to Drive Drifts out of this Colliery into Brunton is not known to me [?] by enquiry of Mr Beaumont the younger he says they have a Power to win and work Brunton Colliery so far as the Level of the New Engine will lay dry in any part of her. There is a Close in Brunton Estate North from the s'd [said] New Engine and contains ab't [about] 4½ Acres, under w'ch [which] the Grey's Seam and Main Coal is whole but cannot be laid dry without under Level Drifts or some Machinery to lift the water. Went down the Ann Pit to the Main Coal Seam w'ch [which] is 28 Fatho's [fathoms] and 1 foot deep. I find the work'gs [workings] to the SW is ab't [about] 70 yards from the Shaft the South Headways rises a little and if it Continues so it will get the more hold of Brunton Estate. The Seam is very well and Coarser than ever I saw her and only 4 Ft 6 Ins height including a band in the middle of ab't [about] 1

In [inch] thick. The Cover or Roof is very bad. The winnings are made 8 yards each the Bords 3 yards wide and Pillars 5 yards thick and ab't [about] 20 yards in Length w'ch I approve on as in all probability three yd's [yards] may be got of each Pillar at a Sec'd [second] working. Went down the Old Morpeth Pit w'ch [which] is 24½ Fa. [fathoms] deep to the s'd [said] Main Coal Seam and finds is wrought from the Old Bounded Drift between L'd [Lord] Northumberland & L'd [Lord] Carlisle to within 100 yards NW from the s'd [said] Shaft both whole Coal & Pillars but I find great Loss of Coal in work'g [working] the Pillars w'ch [which] ought not to be continued, the Pillars are ab't [about] 20 yards in Len:: [length] and I find in many places one half

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of them are lost w'ch [which] w'd [would] not be the Case if proper methods were us'd [used] and care taken, the rest of the work'gs [workings] are NE ab't [about] 130 yd's [yards] and is work'g [working] to the Chance pit old work'gs [workings] and the Pillars in these work'gs [workings] are left so insuff't [insufficient] they will not admit of a Second work'g [working]. The Drift that won this pit is waterlevel from the West Engine and runs 8 yards to the East of the Shaft it is also Cont'd [continued] Southward and won the Union Pit & is ab't [about] 60 yd's [yards] to the Dip of the Shaft in th es'd [said] Main Coal Seam. I find there is little or no Coal that can be got in this Estate in the Greys Seam.

	XX co
Wr't [wrought] At the Ann pit Main Coal pp [per] day	15
Old Morpeth ditto	15
Union	20
Tot'l [total] w'th [with] a 16 peck Corf	60
Or ab't [about] 100 Chal'd [chauldrons] pp [per] day	

Tinmouth Moor Tuesday Octo'r [October] 28th 1766

At this Colliery is working the Dolley, Ester and Chance pits in the Main Coal Seam is is work'g [working] the Chance Pit in the Pillars to the SE from the Shaft. The Fanney Pit is Coal'd and is now making a Ring to cast the water down the NE side of the Shaft. The Coals look better than in the Rise side of the said [] but is wet and am afraid will be wet for some time. Went to the Staith at Whitle Point and finds the West End has fallen down for ab't [about] 5 yards in Length and some more is likely to be down, there is ab't [about] 2 Chal'd [chauldrons] of Coal lost. The Good in't {Intention} Pit is work'g [working] in the s'd [said] Main Coal Seam at 16 XX pp day [score per day] w'th [with] a 16 peck Corf, the North work'gs [workings] have got the Dyke supposed to be the same as got in Chirton Colliery to the Nortw'd [northward] from Mr Lawsons House (and if so) can proceed no further that way therefore all the Coal that can be got is to the NW w'ch [which] will not be of long duration. I divide the Coal as near as may be equally between th eLucky and Good in't {Intention} pits. I find the Lucky Pit Head's [headways] to the North 190 yards in; resolv'd [resolved] to have

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a New Jackhead Cystern as the Old one is very much fail'd [failed] and to make a Reervoir on the Moor at ab't [about] 400 yards dist'ce [distance] w'th [with] Pipes or Pumps to Communicate. The s'd [said] Cystern to stand on two Pair of Geers 30 feet in height. The Stone Drift going westw'd

[westward] from the face of the North waterlevel Drift is now 30 yards in ord'd [ordered] that she may be drove 50 yards further and then to set over the 5 Fatho' [fathom] Dyke, is intd'g [intending] to sink a Pit there and by virtue of the s'd [said] Engines to draw the water by Slides to the Level of the Pumps in the Engine Shaft.

Tanfield Moor Thursday Octo'r [October] 30th 1766

The Main Coal Drift going tow'd [towards] the Hobson Pit is now 240 yards from the Staple in the Run Pit and rises moderately so in all probability will get the dist'ce [distance] intend'd [intended] without any Expense of Pump work, is Levelling the Flatt Pit Branch and Heapstead. The East pit is now Sunk 14 Fathoms. I Level'd [levelled] from the Brook pit to the East pit and after Considering the depth of the Brook pit I finds the East pit will be 31.1.19 Fat. Yd, feet deep to the Thill of the Hutton Seam

	XX [score]
Brook pit is work'g [working] pp [per] day	18
Edges	18.04
Tot'l [total]	36.04

Tanfield Moor edge Octo'r [October] 30th 1766

The Duke pit is work'g [working] in the Brass Thill Seam and 15 XX [score] pp [per] day. I find the NW Headways going to the Dyke Pit wants ab't [about] 190 yards to the Dyke pit. The Frame Dam is not yet finished at the Venture Pit. The Success Pit is work'g [working] 12 XX [score] pp [per] day w'th [with] 20 peck Corf. I ord'd [ordered] that she may be reduc'd [reduced] to 10 XX [score] pp [per] day. The Engine is in tolerably good rep'r [repair] so hopes the water will fall in the Waist. The Timber in the Engine Pit is very much fail'd [failed], ord'd [ordered] Wm. [William] Puncheon to get hands to put in new Timber.

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Rise Moor and Mickley Moor Octo'r [October] 31st 1766

Went first to Stella and accounted the Tyles on the Saith to 42 Thous'd & 20 w'ch [which] Nich's [Nicholas] Chance is to be paid £ [] s [] pp [per] Thous'd Workmanship £ [] [BLANK VALUES].

At Rise Moor the Dogg Pit is Sunk ab't [about] 32½ Fatho's [fathoms] and the Stone Drift wants ab't [about] 1 yard to the Prosperous Pit, had several of the Pitmen and bound only two the time I stop't [stopped], at Mickley Moor set out a New pit ab't [about] ord'd [ordered] to the full dip from the Matthew Pit and ord'd [ordered] a Dip Drift may be drove to the s'd [said] Int'd [intended] pit w'th [with] all speed also ord'd [ordered] that the Water'l [waterlevel] Drift may be continued westward till she be ab't [about] 300 yd's from the s'd [said] Pit and then to Sink a Pit upon it.

Saturday at Newcastle

Sunday at Throckley

Shildon Monday Novem'r [November] 3rd 1766

At this Colliery met Thos. [Thomas] Jameson and two more Sinkers who comes to Sink the Engine pit etc. down to a 21 Ins [inches] Seam of Coal w'ch [which] lies ab't [about] 5 Fa's [fathoms] below the

present Seam. I ord'd [ordered] them in the first place to Timber the Coal pit before begun to Sink. The Jackhead Pumps and the Pumps in the pit will be to draw but before that is done to have both the Coal Pit and Engine Pit well secured.

Walker Tuesday Novem'r [November] 3^{4th} 1766

I ord'd [ordered] Pollocks to receive proposals from the workmen to drive the SW waterlevel Drift 200 yards from the place where she now stands, and also to drive a Drift from the Bush pit Borhole [borehole] 200 yards West Bordways Course. I ord'd [ordered] that the stoppings in the Ann pit Mothergate may be built up again. I find the Ann pit M.gate [mothergate] West'd [westward] has got a Downcast Dyke to the west'd [westward] so I ord'd [ordered] that she may stand until some more of the work'gs [workings] be advanced that far, then can form more judgement how to proceed. The West Pit East work'gs [workings] are still very promising and the pumps are almost fix't [fixed] and ready is mak'g [making] a Barroway to the Ann Pit from the East part of the West pit. I find three of the Horse drivers have abused their Horses so I ord'd [ordered] 5d [pence] may be kept off them. The Charlotte Pit is Sunk 21.1.1.0 Fa. Yd's.F.in [Fathoms. Yards. Feet. Inches] and

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got the Stone head at 20½ Fa's [fathoms] down but has not yet got the Post, but in all other of the Pitts the Post Head lies Comonly [commonly] at the bottom of the Clay. Renwicks gets but slowly forw'd [forward] with drawing the Timber at the Bush Pit. I agreed w'th [with] Renwicks to Sink the Charlotte Pit till she be 5 Man Tubs pp [per] Hour for 4d [pence] pp [per] Fathom.

Tanfield Moor Wednesday Novem'r [November] 5th 1766

Went to this Colliery to meet Mr Forster & Mr Brown to resolve about the Flatt Pit Branches and stay'd [stayed] there some time but they did not come. I find the Branch can't be laid till the Heap stead be finished w'ch [which] will be perhaps in a month's time. I ord'd [ordered] the Gin at the Cape pit may be sett [set] on the East pit to Sink with. The Brook pit is work'g [working] 18 XX [score] pp [per] day and the Edge pit 18 XX [score] pp [per] day w'th [with] 24 peck Corf. The Main Coal drift goes well forw'd [forward] but the wheel is not yet finished for to draw the Main Coal water.

Tinmouth Moor Thursday Novem'r [November] 6th 1766

Went w'th [with] Mr Brown to this Colliery and went down the Fanney pit w'ch [which] is 28½ Fa's [fathoms] deep to the Upper Main Coal Seam, the Seam of Coal is better on the side of the Dyke than it is on the Rise side and the Coarsest part is ab't [about] 6 Ins [inches] at Top. Ord'd [ordered] that the M.gate [mothergate] Bord may stand and continue the North Headw's [headways] w'th [with] all speed and only turn the Bords 1½ yd's or two yards off the s'd [said] Headw's [headways] as the Coal works so very well it may probably be a means to dry them, is work'g [working] the Doly Ester & Chance pitts in the s'd [said] Seam on the Rise side of the said Dyke, the Good Int' [Intention] pit is Idle today and the Pitmen are Stick'g [sticking] for want of wedges. Went to Whitle Point and set on Rob't [Robert] Harle the Mason to build up the West end of the Staith.

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Tanfield Moor Friday Novem'r [November] 7th 1766

The Flat Pit Heapstead advances but slowly forw'd [forward] and the Wheel in the Run Pit is not yet finished. The East pit gets pretty well forw'd [forward] w'th [with] Sink'g [sinking] and so does the Main Coal Drifts in the Run pit. At Tanfield Moor Edge there are nothing peculiar since my last Acco't [account].

Newcastle Saturday Novem'r [November] 7th 1766 met Nr Brown & Mr Colpitts at the Exchange and heard a Letter from Lord Henry to Mr Pitts requesting to work Tanfield Town head Colliery and to draw the Coals at the Brow or Ling pits on Tanfield Moor w'ch [which] they ord'd [ordered] me to go & View the Situation & to inform them if it be any inconvenience or prejudice to Tanf'd [Tanfield] Moor Colliery.

Sunday at Throckley Novem'r [November] 9th 1766

Fixing on several Articles etc. for Tob't [Robert] Waide to work Fatfield & Harraton Outside Collierys etc.

Tanfield Moor Monday Novem'r [November] 10th 1766

I View'd [viewed] the State and Situation of the Ling Pit in the Hutton Seam and finds all the Whole Coal is wrought except some small parts to the Southw'd [southward] w'ch [which] was laid off by some troubles, the Pillars are unwro't [unwrought] to the SE and SW and but a small part are unwro't [unwrought] to the NW and NE w'ch [which] is left to support a water Course and Horse way to Brow Pit etc. Also View'd [viewed] Situation of the Brow pit and finds the SW side of the Shaft is stand'g [standing] in the Pillars tow'd [towards] Tanf'd [Tanfield] Town head Bou'g [borough] and both Whole Coal & Pillars are Wrought to the NE & NW only what is left to support the water Course; I find by a Letter in Mr Colpitts hands from Lord Henry to Mr Pit requesting liberty to draw Tanfield Town head Coals at Tanfield Moor Ling or Brow pits. I know that the lessees of Longbenton Colliery paid 7 s. 6d pp [per] Ten for water Course & Drawing to Bank Rent but as these Coals of Tanfield Town head is equally as good as

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Tanfield Moor they w'd [would] certainly reduce the price of these Coals at market therefore recommends to Mr Pit to be very Cautious ab't [about] Letting such liberty, altho [although] L'd [Lord] Henry may bring Tanfield Town head Coals to market whether Mr Pit will or not, yet the more Expencc [expense] he is at & the longer he is of gett'g [getting] down will certainly be better for Mr Pitt. I exam'd [examined] the place for the wheel in the Run pit Staple and finds there is a good deal more to be done and the water Course at the bottom of the s'd [said] Staple is stop't [stopped] w'th [with] the Sodds & Sludge the Drifters has neglected taken care of.

Newbenton Tuesday Novem'r [November] 11th 1766

I have this day View'd [viewed] this Colliery in the Upper main Coal Seam and finds she is won by Fire Engines at the depth of 65 Fathoms. The waterlevel drove from the Level of the s'd [said] Engine first SE ab't [about] 60 yards and won the first Coal pit; it is aldo Cont'd [continued] ab't [about] 180 yards further to an upcast Dyke of 16 feet, for has drove a Stone Drift 53 yd's [yards] to the Extreme Dip of Colliery before it cuts the Coal on the Rise side of her. The face of the said waterlevel Drift is ab't [about] 460 yards from the said Engine and a New Pit is Sink'g [sinking] upon her. The Coal looks to be worse near the face of the Drift than it over in the present work'gs [workings] w'ch [which] makes me doubtful she is near some Dykes or trouble from its altering so much. A waterlevel Drift

has also been drove ab't [about] 340 yards NW and at 150 yards East from the s'd [said] Drift is the Apple Pit, the s'd [said] Drift has also been continued and won another pit w'ch [which] is now Sink'g [sinking]. I View'd [viewed] the work'gs [workings] of this Colliery first in the Bent pit w'ch [which] is 52 Fa's [fathoms] 1½ yd's [yards] deep to the s'd [said] Seam and finds a Drift drove NE and is now neat the Choice pit w'ch [which] pit wants ab't [about] 9 Fatho's [fathoms] to be Sunk to the s'd [said] Seam of Coal, the pre't [present] work'gs [workings] are all to the NE ab't [about] 200 yards from the s'd [said] Shaft, these Places are very much in Troubles and the Coals are wet w'ch [which] makes them very Expensive to work and it is frequently so that the Colas are wet where no Drifts are drove before the work'gs [workings] to Drain the Coal. I carefully Exam'd [examined] the work'gs [workings] in the Second and Apple pits as well as in the Bent pit and finds them very Regular at 10 yd's [yards] to the wining [winning], the Bords 4 yards wide and Pillars 18 and 20 yd'd [yards] in Length and 6 yards thick. I find in many places where the Cover is bad and especially in the Apple pit that 4 Inches is

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are left for a better support of the Roof and 5/10 Feet/Ins is wrought; the Ground Coal is left at bottom and is commonly 11 Ins [inches] thick but is of an inferior Quality and so much refuse in it renders it not worth work'g [working]. The Coal in the Bent pit work'gs [workings] to the NE is ab't [about] 5 Feet 8 Ins thick exclusive of the Ground Coal as aforesaid.

Fatfield Wednesday Novem'r [November] 11th 1766

This day I View'd [viewed] the Air Course in this Colliery w'th [with] Mr Rich'd [Richard] Brown, Mr Anthony Waters, Nat Carter, Wm [William] Morris and the Overmen belonging to the s'd [said] Colliery, and find them very suff't [sufficient] both in the 5 Quarter Main Coal Seams, the Men are stick'g [sticking] to have the Air Alter'd [altered] {that is} in the Garden pit there is a part of the Air goes into the Main Coal Seams w'ch [which] w'd [would] certainly be better for the garden pit Air to be in use only to the 5 Quarter Main Coal Seam. The Pitmen are also objecting to ab't [about] tak'g [taking] out the Lamp at the Old Engine Pit w'ch [which] I think may be done without any fear of an Accident. Also Exam'd [examined] the 5 Quarter Main Coal Waiste [waste] tow'd [towards] the Good speed pit w'ch [which] seems to be very regular & suff't [sufficient].

Tanfield Moor Thursday Novem'r [November] 13th 1766

The Edge pit is work'g [working] 16 XX [score] pp [per] day and the Brook pit 17 XX [score] pp [per] day w'th [with] a 25 peck Corf. The Heapstead at the Flatt pit advances pretty well forw'd [forward] & may be finished in three weeks time, has got the Sink'g [sinking] Gin led from the Cape pit to the East pit is not set up yet, the East pit is now Sunk 15½ Fathoms but will be stop't [stopped] till the Gin be set up. I ord'd [ordered] a West Bord at 110 yards North from the Brook pit Shaft may be set double to push her up to the Flatt pit as soon as possible for a Horseway to that pit. The waterwheel is not yet finished so that the main Coal Drift is stop't [stopped]. The Dayhole gets very badly forw'd [forward] for it's in a very strong post w'th [with] mixture of whin [hard rock].

Tanfield Moor edge Novem'r [November] 13th 1766

The Duke pit is work'g [working] 14 XX [score] pp [per] day in the Brass Thill Seam and the Success pit in the Hard Coal Seam at 10 XX [score] pp [per] day w'th [with] a 20 peck Corf. I find in the Duke pit there are not many Hewings cast as should be, The Headways going to the

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Duke pit is now standing to get the Air conveyed into her. The NW places are going tow'd [towards] Busblades Boundry. I cannot get Mr Newton's people to loose the South Headways above the Dyke at 20 yards West from the Shaft and to work that SW Coal w'th [with] the NW from the Shaft they work very small Coals. The water in the Venture pit rises pretty fast so in all probability the Frame Dam between her and the Fortune pit in very well Putt in.

Friday Novem'r [November] 14th 1766

At Benwell wrighting all day

Saturday at Newcastle

Sunday at Benwell w'th [with] Mr Montagu

Monday Novem'r [November] 17th 1766 went to Newcastle and met Mr Brown and him & I went to Whittle Point, finds R.Minican a Frame to Support the Staith Dyke. The Mason is building up the NW end of the Staith w'ch [which] has fallen down. Ord'd [ordered] the sand to be taken up in the Front and a Course of Spiles drove at a certain dist'ce [distance] from the NW end of the Key [quay] and the mettle or sand laid ag'st [against] it to prevent any more damaged. Went up to the Turnpike where the wagonway crosses the s'd [said] road and pointed out a Staith there for Landsale.

Tuesday Novem'r [November] 18th 1766 went to Mr Richmonds at Newcastle and got a Plan of Unthank and Boghill Colliery's [collieries] in ordr to make two Coppies [copies] and Stamp's [stamps].

Walker Wednesday Novem'r [November] 19th 1766

At the Ann Pit is work'g [working] 21 XX [score] pp [per] day and the West pit 20 XX [score] pp [per] day w'th [with] a 20 peck Corf. The Pitmen are going to Stick for more work their design is to have the West pit to go double Shift notwithstanding they can earn 10s, 11s, 12s pp [per] week. I ord'd [ordered] the Stopings in the Ann pit M.gate [mothergate] may be built up again and a Trap door in that Bord be altered. The North Headways in the dip side of the 13 feet Dyke is now 120 yd's [yards] in and looks very well, & I presume the South Headways will want ab't [about] 30 yd's [yards] to the work'gs [workings] in the West pit so hopes in a

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Months' time to have the two West pumps laid off, has got the East pump laid off in the Ann pit. The SW Waterlevel is still in Stone Levels, has let the waterlevel Drift 100 yards at 2s 6d pp[per] yards the workmen to fill the Drift Coals drive the Drift find Candles and set over all troubles one foot of under. This work'gs [workings] in the West pit are all to the dip of the Engine and fire pumps are fix't [fixed] to lift the water of each 7 feet in height. I find Pollocks had set some Shifters to make ready a Barroway to lead the Coals to the Ann pit occasionally from the dip work'g [working] in the West pit w'ch [which] [shou'd [should] be at the Expence [expense] of John Morrow & p'ts [partners] so I ord'd [ordered] it may be deuct'd [deducted] out of their wages.

Byker Thursday Novem'r [November] 20th 1766

Lin'd [lined] from the Delight pit Shaft

	° [degrees]	Ch: Lin: [chains.links]
1 st	S81¼W	3.83
2	S82W	3. -
3	S86W	1.60
4	S81½W	5.29 and 17½ yards more to the face
		At 510 a mark at the South H'd
		Offset to the North
1 st	N14°W	1.17
		at 50 Lin a West'd 15½ yd's
		at 100 Lin a West'd 12 yd's
2	N9°W	1.63
		at 32 Lin a West'd 12½ yd's
		at 74 Lin a West'd 9½ yd's
		at 122 Lin a West'd 16½ yd's
		at 163 Lin a West'd 16 yd's
3	N18°W	0.47
		at 47 Lin a West'd 7 yd's
4	N77E	.84
5	N19W	.34
6	S82½W	2.37 into the west Drift and cor'd
		In the Drift
7	S8½W	1.58
8	S21½W	.47
9	S4W	1.28
10	S13W	1.65
11	S36½W	.33
12	S53W	.42
13	S32W	.73 to the face and 6 yd's short begin the Danty Coal
The Sett		From the mark at 510 Lin
5	S5°E	4.91
		at 40 Lin a West'd 23 yd's to the Extent of the work'gs
		at 90 Lin a West'd 26 yd's to the Extent of the work'gs
		at 132 Lin a West'd 23 yd's to the Extent of the work'gs
		at 178 Lin a West'd 23 yd's to the Extent of the work'gs
		at 224 Lin a West'd 24 yd's to the Extent of the work'gs
		at 270 Lin a West'd 24 yd's to the Extent of the work'gs
		at 310 Lin a West'd 25 yd's to the Extent of the work'gs
		at 350 Lin a West'd 24 yd's to the Extent of the work'gs
		at 400 Lin a West'd 25 yd's to the Extent of the work'gs
		at 442 Lin a West'd 26 yd's to the Extent of the work'gs
		at 491 Lin a West'd 26 yd's to the Extent of the work'gs
		Note at 485 Lin Cutts the Bound'ry leaves Lawson and enters Ridley

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Cont'd [continued]

	° [degrees]	Ch: Lin: [chains.links]
6 Set	S32½W	2.70
		at 46 Lin a West'd 24 yd's
		at 90 Lin a West'd 26 yd's
		at 130 Lin a West'd 23 yd's
		at 180 Lin a West'd 15 yd's
		at 230 Lin a West'd 10 yd's
7 set	S10½E	0.57
		at 7 Lin a West'd 3 yd's
		at 57 Lin a West'd 1 yd to Danty Coal
8	N84E	3.80
9	N82E	.82
10	S4½E	2.96 To the Dyke a downcast above Coal height
		at 40 Lin a West'd 23 yd's to a downcast trouble & 5 yd's more to face
		at 84 Lin a West'd 18 yd's to a downcast trouble & 4 yd's more to face
		at 128 Lin a West'd 16 yd's to a downcast trouble & 3 yd's more to face
		at 180 Lin a West'd 14 yd's dyk'd above heig't of Coal
		at 220 Lin a West'd 10 yd's not Dyk'd
		at 266 Lin a West'd 6 yd's Dyk'd

The above lining is the extent of the Delight pit work'gs [workings] to the NW and SW therefore all the whole Coal that can be got in this pit is between the West Drifts and the face of these Bords w'ch [which] is not very much except to try another Drift to bounder out a pica more Coal w'ch [which] is not commended for fear of the Drown'd waiste [waste] to the Rise; therefore to keep this part of the Colliery as long at work as possible recommends to work the Pillars to the East from the Delight pit Shaft at ab't [about] 6 Score pp [per] Shift to mix w'th [with] the whole Coal but in that part w'ch [which] is already thrusten. I find there is very little whole Cola to work in the Endeavour Pit and the Thrusten Pillars on the SE side of the Shaft are drown'd [drowned] w'th [with] water therefore no time should be lost to get the water drawn down to the bottom and to get the East part of the Colliery, it w'd [would] be well if Liberty could be had to work the Barrier between St Anthonys and Mr Ridleys own Colliery to the Success pit and leave a Barrier in the Bad Danty Coal to prevent the one Colliery injuring the other. There is ab't [about] 13 Acres of Whole Coal in Walker Estate that lies above the Thistle Pit Dyke & to the East from Mr Ridley's Engine & if Mr Ridley and the Corporation cou'd [could] agree to work that Coal to the Success pit as the winning of St Anthony advances slowly.

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Fatfield Friday Novem'r [November] 21st 1766

	Fath. [fathoms]	Yd's [yards]	F. [feet]	Ins [inches]
Level'd [levelled] from the delivery of the water at the pres't [present] Engine pit to the Garden pit Settle Bord Asc't of G'd	0	0	2	3
From the Garden pit to the bourn is Desc't	6		1	9
Engine pit in depth from the Delivery to the Snow holes	46	0	0	0
Ditto more than to the Coal Thill		1		7

[subtotal]	46	1		
Asc't of Ground from the delivery to Garden pit			2	3
[subtotal]	46	1	2	10
Garden pit in depth from the Settle border to the Thill of the Main Coal Seam	50			10
The Garden pit under level of the Engine pit at the Main Coal	3	0	1	0
Garden pit in depth as above	50	0	0	10
Desc't to the bourn or offtake	6		1	9
The water w'd be to lift at the Garden pit	43	1	2	
The water is now lifted at the present Engine	46			
The water is lift'd more at the pres't Engine than it w'd be if shifted to the Garden pit	2	0	0	11

Met Mr Brown, Sir Ra: {Ralph} Millbank Bar't and Mr Stanley etc. at the Staiths & they resolv'd [resolved] to continue the Lamp in the Old Engine pit and to have the Garden pit Air only to secure the 5 Quar'r [quarter] Coal Seam and to push the Air from the pres't [present] Engine thro' [through] the waiste [waste] that the Garden pit has made in the Main Coal Seam.

Saturday at Newcastle met Walker Owners at the Coffee house and exam'd [examined] the Overmens Bills where I find the workmen have Ern'd [earned] 22s & 23s last pay so resolv'd [resolved] to continue the pit's Single Shift.

Sundat mak'g [making] a Plan of Unthank and Bogghill Collierys.

Walker Monday Novem'r [November] 24th 1766

Went w'th [with] Mr Brown to this Colliery and he gave directions ab't [about] the Y and agreed w'th [with] Sam'l [Samuel] Ogden & John Chicken to make & fix two Cisterns in the West pit Shafts for each £2.2s.0d also agreed w'th [with] them to build a 20 foot Gin for £5 with Spok [spoke] wheels. I find the Owners

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have given directions for a Receiver contrary to Mr Brown's Intentions, ord'd [ordered] a Communication pipe may be got to fix between the two Jackhead Cisterns & to birn [burn] as much forwardness as possible to stop ag'st [against] Xt'mas for an Alteration.

At Byker the First pit in St Anthony's is now Sunk ab't [about] 15 Fatho's [fathoms] and in a blue Stone but is not yet clear of the Jane Dyke has not yet drawn the water down to the bottom Snoreholes is now cleaning the Boilers and changing the Buckets.

Tanfield Moor edge Novem'r [November] 25th 1766

The Duke pit is work'g [working] in the Brass Thill Seam at 13 XX pp day [score per day]. I find all the Hewings is not cast there shou'd [should] be 3 Corves to the Score and am sure they don't cast above 1½ Corves to the Score, but as Mr Newton is now in hand of bind'g [binding] the Pitmen I did not put much upon them on that Acco't [account]. The Success pit is work'g [working] the Pillars to the NE and the whole Coal to the NW tow'd [towards] the Drift that won the Wood Pit in the s'd [said] Hard Coal seam. I ord'd [ordered] Wm [William] Puncheon to give approval to draw the

Jackhead pumps & put them in again draw all the Timber in the Clay work out of the Engine pit and put in some Crib work etc. make a new Catch Frame & take down the Old one etc.

Tanfield Moor Novem'r [November] 25th 1766

I find the East Pit is now Sunk 16 Fathoms & is in a very strong post. The Brook is working in the Hutton Seam at 15 XX and the Edge pit in the Pillars same 15 XX pp day [score per day]; the waggons has not got the Quantity Led. I went down into the Run pit and finds the wheel in the staple near the s'd [said] Shaft is finished but there is not a suff't [sufficient] Quantity of water in the Hutton Seam to turn the Wheel constantly, she draws a large feeder of water and I believe can, at a small Expençe [expense] convey the water that runs in the bourn [burn] into the Dayhole and upon the s'd [said] Wheel.

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Wednesday Novem'r [November] 26th 1766 at Benwell all day.

Benwell Thursday Novem'r [November] 27th 1766

In the morning went to the Engine and got the Boilers filled and also the Jackhead Cystem and at ab't [about] two o'Clock in the Afternoon started the s'd [said] Engine to work when 5½ Fratoms dry in the Shaft, wrought her ab't [about] 1½ Hour and lowered the water ab't [about] 3 Fathoms and 2 feet but the last half hour lowered only ab't [about] 30 Inches w'ch [which] clearly shows the feeders are very hot; the working Barrel is 22½ Inches and at the same time was going at a 8 feet stroke and ten strokes a min'te [minute].

Fatfield Friday Novem'r [November] 28th 1766

The New pit in Harraton Outside Colliery is ab't [about] 12½ Fathoms & in a strong Post. The pits are all Idle on Acco't [account] of an Accident in the Chance pit Main Coal Seam at Near the 3 yards upcast Dyke to the Northward. The inflammable Air taking fire an burnet two Men, but was entirely the workmens own fault for going into the Bord when he was told the contrary, was surveying an Intended Waggonway for S.Moor Coals thro' [through] Harraton Outside Estate in order to make a Plan.

Saturday Novem'r [November] 29th 1766 making a Plan of Harraton Outside Estate.

Sunday Novem'r [November] 30th 1766 at Benwell all day.

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Rise Moor Decem'r [December] 1st 1766

The Prosperous pit is Sunk to the Low Main Coal Sm [seam] and the Coal is 5 feet thick including ab't [about] ½ In of band at ab't [about] 18 Inches. I ord'd [ordered] two Drifts to be drove the one East Bordw'y Course and the other West Bordw'y Course and always to keep a Borhole [borehole] in each Drift 3 yards before the face. I agreed w'th [with] six workmen to drive her for 2s 9d pp [per] yard and if more than one Borhole [borehole] in each Drift be required they to be paid 9d pp [per] yard for each hole. I took the Level & Depth of the Engine pit to the surface of the water. Viz.

	Fath. [fathoms]	Yd's [yards]	F. [feet]	Ins [inches]
The Prosperous pit in depth from the settle bords to the Thill of the Low Main Coal Sm.	35			
The Engine pit to the Surface of the dead water	24	1	1	6
Desc't from the Prosperous pit to the Engine pit	1		2	8
[subtotal]	26		1	2
Drown'd waiste at the Lev'l of the Prosperous Shaft	8	1	1	10

Tanfield Moor Tuesday Decem'r [December] 2nd 1766

I find the Main Coal Drifts are neglected there is only eight Men for the two Drifts, the West Drift is now 239 yards from the Run pit Staple but is going too much to the Southward. I Lin'd [lined] these Drifts and Stak'd [staked] them out above ground and also measured the distance from the s'd [said] West Drift to the Swelley in the Main Coal and is 460 yd's [yards] so must have a Staple before can get that distance. I find there is water in the Hutton Seam to turn the Wheel in the Run pit Staple to draw the water from the Main Coal seam.

Lin'd [lined] from the Run Pit Shaft into the Main Coal Drifts

	° [degrees]	Ch: Lin: [chains.links]
1 st	S4E	1.34
2	S77½W	1.22
3	N16½W	.27 To the Staple In the Main Coal
4	S554W	1.56
5	S60½W	1.67
6	S68½W	1.65 To a South Headw'y Drift
7	S62½W	1.39
8	S60W	2.25

Turn over

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Set	° [degrees]	Ch: Lin: [chains.links]
9 th	S62½W	2.45
10	S70W	.85 To the face & shou'd go S79°W

From the end of the 6th Sett

	° [degrees]	Ch: Lin: [chains.links]
1 st	S11½E	1.79 to the face of the S.Drift

Walker Wednesday Decem'r [December] 3rd 1766

The South waterlevel Stone work is now finished to the place the Coal Drift is to be sett in, I measu'd [measured] the Headways and Walls as usual, has sett away two Bordway Drifts fom the Bush pit Borhole [borehole] to loose some Coal to the West from the West Dyke; the Ann pit workings are to the NW below the West Dyke and is driv'g [driving] two South Headways below the s'd [said] Dyke to hole into the West Pit workings and wants now ab't [about] 30 yards to drive is also driving two North Headways Drifts from the SW waterlevel to lay off the West Pit West Pumps, mark'd [marked] out the way to drive a waterlevel Stone Drift from the Present Engine Pit to the west pit to begin at the bottom of the Sump w'ch [which] will be 11 yards in Length.

Byker Thursday Decem'r [December] 4th 1766

At afternoon went w'th [with] Mr Brown to this Colliery w'th [with] an Intent to fix ab't [about] putting down the Engine Sump to the Snoreholes of the Pumps but the water being up was prevented from fixing on any method; The First Coal Pit in St Anthony's Colliery is now 17 Fathoms Sunk & has not yet got any water, the Stone Drift has only gone 9 yards in since got the Dyke it now Costs ab't [about] 5£ pp [per] yard.

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Tinmouth Moor Friday Decem'r [December] 5th 1766

Went w'th [with] Mr Brown to this Colliery and Exam'd [examined] the Bills. The fanney pit works much better Coals than any other pit, is work'g [working] the Chance pit pillars, went with Mr Robson thro' [through] Baukwell Farm and pointed out how the diff't [different] Farms are to be divided. The Staith at the Turnpike Road for to serve the Landsale is not yet finished, at Whittle Point is putting in a Frame of wood to prevent the Staith Dyke from shutting over. The Staith is full of Coal and no Trade.

Tanfield Moor Monday Decem'r [December] 8th 1766

Lin'd [lined] from the Run pit Shaft

	° [degrees]	Ch: Lin: [chains.links]
1 st	S6½E	1.29
2	S10½E	2.11
3	S78½W	1.03
4	S79W	5.82
5	S79½W	3.37
6	S80W	0.58
7	S12E	2.94
8	S82W	5.52 and 15 yd's North H'd Course to a staple (to be sunk)

Note the Main Coal Drift wants S79W – 87 yards to go from the Last Lineing [lining] of the Main Coal Drift.

Offered to give Anth'y [Anthony] Hedworth & part's [partners] 26s [twenty-six shillings] pp [per] Fath'm [fathom] to Sink the s'd [said] Staple from the Hutton Seam upon the s'd [said] Drift. I find the Main Coal Drifts are going w'th [with] eight men and there shou'd [should] be twelve men, the South Headways dips very sore and is obliged to cut a Trench to leave the water in her.

Byker Tuesday Decem'r [December] 9th 1766

The Delight pit is working Double Shift at 31 XX pp day [score per day] and the Success pit at 10 XX pp day [score per day] w'th [with] a 20 peck Corf, went down the Success pit and finds the Stone Drift is now 10 yards in the Jane Dyke, she is very hard and cost ab't [about] 5s pp [per] yard. The Engine pit Sump ord'd [ordered] to be ridded out and Mr Brown shew'd [showed] Peter Dryden & Rob Donkan how

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to Timber her but first to make some Boxes to convey the water from then Cystem at the delivey of the first set of pumps to the Bottom when the upper set happens not to draw the Low Set's water and also to make a Slope way into the s'd [said] Sump to rise at the rate of ab't [about] one yard in 5 yards but must of necessity have a larger Jackhead Barrel.

Wylam Wednesday Decem'r [December] 10th 1766

I find the Andrew and Wheat pits are working in the Six Quar'r [quarter] Coal Seam & the Haugh Pit & High Pit in the Five Quar'r [quarter] Coal Seam, most of the Coal in the Five Quar'r [quarter] Coal Seam is won by the present Engine is wrought in the whole mine except a small part in the High Pit to the NE and NW w'ch [which] will not last above four months at the pres't [present] rate of working. There is a Dyke ab't [about] 100 yards to th eWestward from the s'd [said] Haugh pit an upcast but I don't believe it's the Waine Dyke. The Pillars are left very weak in this pit only 3, 4 & 5 yards thick on the NW side of the Shaft, on the NE side is Hold [holed] into the Chapple and Elliot pit's workings. In the High pit the North Headways is 40 yards in, I recommend a tryal [trial or try] may be made of the s'd [said] Dyke when got to the Westward from th es'd [said] High pit and may be set over to try if any Coal on the Rise side of her. Recommends the Engine may be set on the Chapple pit and then to drive an Underlevel Drift fom the Six Quar'r [quarter] Coal to the full dip of Colliery till it cuts the Five Quar'r [quarter] Coal w'ch [which] may perhaps be 160 yards in Length.

Tanfield Moor Thursday Decem'r [December] 11th 1766

At eight o'Clock in the morning went to the Edge Pit and found no Wailers in the Heap, they are work'g [working] the Pillars to the SW and the Coals comes very foul. I went down the s'd [said] Pit in the Hutton Seam and finds to the SW at ab't [about] 100 yards from th eShaft is some Melty Coal, that is a Stone puts in of about 5 Inches thick and the Coal below the Stone is four feet thick, there also a great many Pillars to the NW to joining the Booksnook Thrust and to the NE

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towards the Elliot pit workings but ord'd [ordered] them not to leave the Melty Coal to the SW. Went thro' [through] into the Brook pit workings. The North Headways is now 220 yards from the Shaft. I find the Pillars are made some 40 yards and some 55 yards in Length and at the holing several are only 3 yards thick. I ord'd [ordered] for the future they may be made only 30 yards at most. At 110 yards North I ord'd [ordered] a Wset Bord to go double in order to get the Horses into the Flatt Pit great abuse is made of the working the Coals. The Hewings are in several of the Bords not less than 4 feet in height so that ab't [about] $\frac{2}{3}$ ds. Of the Coals are made small w'ch [which] must never be practiced & if Mr Brown & Mr Colpitts will suffer such work these Colas will not keep Character long they now have. The East pit is now 17½ Fathoms Sunk and in a very strong post. The Dayhole advances very slowly forw'd [forward]. The Main Coal Drift is going very well forw'd

[forward] and the Drifters wants ab't [about] 40 yards to Cpmpleat [complete] the viz Bargain. I ord'd [ordered] Emmerson to make no agreement w'th [with] them at all till I see their proposals. There is in this Contingent Note No. 5 in Article for making a Wheel hole and cleaning the water Course viz. £9 16s w'ch [which] I saw vet little done but Mt Colpitts submitted to it as Emmerson had paid the money.

Tanfield Moor edge Thursday Decem'r [December] 11th 1766

Is only working the Duke pit in the Brass Thill Seam at 16 XX pp day [score per day] w'th [with] a 20 Peck Corf. I agreed w'th [with] Tho's [Thomas] Leck and others to drive a South Headways Drift from the Shaft ab't [about] 40 yards at 1s 9d pp [per] yards they are to be six men also to putt over a Rise trouble w'ch [which] is 20 yards West from the s'd [said] Shaft and hole into the S.Head's [South Headways] on the Rise side of the s'd [said] trouble. Mr Newton has ord'd [ordered] the North Headways to stand for what Reason I don't know.

Exam'd [examined] Bills as usual.

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Friday Decem'r [December] 12th 1766 at Benwell making a Copy of Tanf'd [Tanfield] Moor Contingent Notes

Saturday at Newcastle saw Mr Colpitts and told him ab't [about] tanfield Moor Colliery etc.

Rise Moor Monday Decem'r [December] 12th 1766

The dip Drift in Mickley Moor Matthew Pit in the upper Seam wants ab't [about] 35 yards to a New Coal pit, and that pit may be ab't [about] 40 Fathoms to the s'd [said] Seam there is a much better Coal in this Drift than any part of the Colliery that has yet been discovered and is ab't [about] 3 feet two inches thick below the band. I ord'd [ordered] that all the workmen may be got into that Headways as soon as possible. The West Waterlevel Drift from th es'd [said] pit is now ab't [about] 200 yd's [yards] in is working 16 XX pp day [score per day] w'th [with] a 16 peck Corf. I agreed w'th [with] the Overmen to give them three pence pp [per] Score or every 20 props for Drawing them.

At Rise Moor the waggon way is finished to the Prosperous pit and is now Sinking the s'd [said] pit to the Stone Drift and is now 4 yards below the Low Main Coal Seam. The waterlevel Hone Drift is going and is now ab't [about] 7 yards past the s'd [said] Prosperous pit.

Heworth Tuesday Decem'r [December] 16th 1766

I find the Drift from the Engine is drove in the Mettle Coal Seam to the 9 Fathom Dyke to the Southward and drove up the side of the said Dyke and hold [holed] into the Old Drift it is also Cont'd [continued] 55 yards Westward from the s'd [said] Drift. The second pit is Sunk to the Mettle Coal Seam and is going to Drift to the s'd [said] Dyke and hole into the present Drift all the whole Coal unwrought in this pit and above the s'd [said] Dyke is to the SW and NW and at the Present Rate of working will not last more than nine weeks. The Old Engine Pit is now a Coal pit there is a Drown'd [drowned] Drift drove in the mettle Coal Seam Eastw'd [eastward] and won ab't [about] 100 yd's [yards]

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in breadth of Coal below the Old workings, there is a Bord drove (by virtue of pumps) 30 yards below the s'd [said] Level w'ch [which] will be 130 yards in Breadth in all. Is drifting Westw'd [westward] from 110 yards North from the Shaft to piece of whole Coal but the Quantity is not very well known therefore if the Quantity were Ascertained may then Calculate whether to putt the Coals to the s'd [said] pit or Sink a New one.

Walker Wednesday Decem'r [December] 17th 1766

I find the South waterlevel Drift has got a Dyke and upcast to the SW of ab't [about] 11 feet and how to proceed with her I don't know it must be well Considered. The workings in the West pit are all underlevel of the present Engine and at ab't [about] 120 yards East of the s'd [said] Level. In the Ann Pit the present work'gs [workings] are all to the NW below the West Dyke and works very well. The two West Drifts from the Bush pit is 15 yards in and are now stop't [stopped] for Reason of the Borhole [borehole] at the s'd [said] pit bursting out a plug at the bottom w'ch [which] was put in to stop the water from overpowering the Engine until the New Engine be erected. I find there is some Ocomb and Clay put into the s'd [said] Borhole [borehole] to stop the water but is to very small purpose ord'd [ordered] it may be taken out and drop a plug from the top to the Bottom. The Charlotte pit Borhole [borehole] is now ab't [about] 30 Fathoms Bord w'ch [which] which will be Bord [bored] and Sunk ab't [about] 53 Fatho's [fathoms].

Thursday Decem'r [December] 18th 1766 at Benwell all day.

Stells Friday Decem'r [December] 19th 1766

Measuring the Mason work at the Staith and at Mr Hill's House.

Saturday Decem'r [December] 20th 1766 at Newcastle

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Tanfield Moor Monday Decem'r [December] 22nd 1766

Went to this Colliery and agreed w'th [with] the Drifters to drive the Main Coal Waterlevel Drift 40 yards at 3/8 s/d [shillings/pence] pp [per] yard they to keep the water in the Drift going tow'd [towards] the watch pit. The Drift going Westward going tow'd [towards] the Hobsons Pit is now ab't [about] 300 yards in. The Dayhole gets badly forw'd [forward] is still in a very strong Stone.

Tanfield Moor edge Decem'r [December] 22nd 1766

Went to the Engine and finds she is in a very bad situation, the Boiler is brusting [bursting] out very often and the Shaft is so very bad, I ord'd [ordered] them to stop as soon as gets the Timber & plaites [plates] for the Boiler ready, the Duke pit is work'g [working] in the Brass Thill Seam and 17 XX pp day [score per day] w'th [with] a 20 Peck Corf.

Lemington Tuesday Decem'r [December] 23rd 1766

The waggons are going two Gates today and will go no more this year. Is preparing the Geers for Walbottle Dean Bridge and Leading them up before any part of the Bridge be taken down. Wants three Heels of Coal today.

Wednesday Decem'r [December] 24th 1766

Making Tanfield Moor Contingent Bill and in the Afternoon went to Town and laid out 300 Deals [?] 25 Boiler plates for Tanfield Moor Edge Colliery.

Thursday Christmas Day.

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Walker Decem'r [December] 26th 1766

The pits are Idle and is now preparing to make the West pit an Engine pit. I fix'd [fixed] on a Bunton hole for the middle set of pumps to stand on at 29 fathoms from the Bottom, is driv'g [driving] a waterlevel Drift from the East pit Sump to the West pit and is now only one yard in. The Charlotte pit Borhole [borehole] is now 20 Fathoms down & 20½ Fathoms to the Scaffold makes 40½ Fatho's [fathoms in all. The Regulating Beam, Chains, Cylender, Boylers, Jackhead Cystersn, pipes, working Gear and Hotwell are fix'd [fixed] at the West Engine pit, but wants the Communication pipes and other small pipes to the Boiler.

Saturday Decem'r [December] 27th 1766 at Newcastle

[ends]