

# MINERS MEMORIAL PROJECT

## Fatalities in Coal Mines



Registered Charity 1094700

This document forms part of the Miners Memorial Project and contains records of **fatal accidents** which occurred in Forest of Dean coal mines in the nineteenth and twentieth centuries.

The project was supported by a grant from the Local Heritage Initiative. The Local Heritage Initiative was a national grant scheme that helped local groups to investigate, explain and care for their local landscape, landmarks, traditions, and culture. The Heritage Lottery Fund (HLF) provided the grant, but the scheme was a partnership, administered by the Countryside Agency with additional funding from the Nationwide Building Society.

### Contents

<b>Addis Hill</b> .....	5
<b>Arles Level</b> .....	8
<b>Arthur and Edward (Waterloo)</b> .....	10
<b>Bailey Hill</b> .....	14
<b>Bilson</b> .....	15
<b>Bixslade Colliery</b> .....	18
<b>Bowson (New Bowson)</b> .....	20
<b>Bream Grove</b> .....	23
<b>Brookhall Ditches</b> .....	24
<b>Broominghall</b> .....	27
<b>Buckholt Level</b> .....	29
<b>Burches</b> .....	30
<b>Bush Pit</b> .....	32
<b>Cannop</b> .....	34
<b>Cannop Drift</b> .....	39
<b>Chapel House Colliery</b> .....	41
<b>Churchway Colliery</b> .....	42
<b>Cross Knave</b> .....	44

<b>Crump Meadow Colliery .....</b>	<b>46</b>
<b>Dark Hill Endeavour.....</b>	<b>50</b>
<b>Dark Hill Level.....</b>	<b>51</b>
<b>Duck Pit .....</b>	<b>52</b>
<b>Eastern United.....</b>	<b>54</b>
<b>East Slade .....</b>	<b>59</b>
<b>Ellwood Green .....</b>	<b>61</b>
<b>Ellwood New .....</b>	<b>62</b>
<b>Flour Mill .....</b>	<b>63</b>
<b>Foxes Bridge .....</b>	<b>67</b>
<b>Gentlemen Colliers.....</b>	<b>72</b>
<b>Gorbrook .....</b>	<b>74</b>
<b>Hang Old Pit.....</b>	<b>75</b>
<b>Harrow Hill .....</b>	<b>76</b>
<b>Heywood .....</b>	<b>78</b>
<b>Holmes Level .....</b>	<b>81</b>
<b>Holt Pit.....</b>	<b>82</b>
<b>Hopewell Engine.....</b>	<b>83</b>
<b>Hopewell in Wimberry .....</b>	<b>84</b>
<b>Hopewell Mapleford .....</b>	<b>85</b>
<b>Horse Engine.....</b>	<b>87</b>
<b>Howbeach.....</b>	<b>89</b>
<b>Howbeach Level .....</b>	<b>91</b>
<b>Independent Pit.....</b>	<b>92</b>
<b>Ivy Moor Head.....</b>	<b>94</b>
<b>Joymoore Engine House .....</b>	<b>95</b>
<b>Kidnalls Colliery or Dipple.....</b>	<b>96</b>
<b>Leechpool .....</b>	<b>98</b>
<b>Lightmoor Colliery .....</b>	<b>99</b>
<b>Lydbrook.....</b>	<b>104</b>
<b>Moorewood.....</b>	<b>107</b>
<b>Morse's Level.....</b>	<b>108</b>
<b>Moseley Green New Engine .....</b>	<b>109</b>
<b>Nag's Head.....</b>	<b>112</b>
<b>Nelson.....</b>	<b>113</b>
<b>New Bowson .....</b>	<b>116</b>

<b>Newent</b> .....	119
<b>New Fancy</b> .....	120
<b>New Road Level</b> .....	123
<b>New Roberts Folly</b> .....	125
<b>Norchard</b> .....	126
<b>Northern United</b> .....	132
<b>Oaken and Churchway No 2</b> .....	135
<b>Oldcroft</b> .....	137
<b>Old Furnace Level</b> .....	138
<b>Park Hill</b> .....	140
<b>Parkend</b> .....	141
<b>Peglar's Drift</b> .....	144
<b>Pillowell Level</b> .....	146
<b>Pluckpenny</b> .....	148
<b>Princess Royal</b> .....	149
<b>Quidchurch</b> .....	154
<b>Ready Penny</b> .....	155
<b>Reddings Level</b> .....	156
<b>Redinhorne Level</b> .....	158
<b>Regulator</b> .....	160
<b>Rising Sun Engine</b> .....	162
<b>Rose in Hand</b> .....	165
<b>Rush Pit</b> .....	167
<b>St Vincent</b> .....	168
<b>Speech House Colliery</b> .....	170
<b>Speedwell</b> .....	173
<b>Staple Edge</b> .....	176
<b>Strip-and-at-it</b> .....	177
<b>Success Level</b> .....	179
<b>Thatch</b> .....	180
<b>Tod's Level</b> .....	181
<b>Tormentor Colliery</b> .....	182
<b>Trafalgar Colliery</b> .....	184
<b>Trenchard</b> .....	190
<b>True Blue No 2</b> .....	191
<b>Tufts Level</b> .....	192

<b>Union Pit</b> .....	194
<b>Vallets Level</b> .....	196
<b>Victoria</b> .....	198
<b>Wallsend</b> .....	200
<b>Walmer's Pit</b> .....	203
<b>Well Level</b> .....	204
<b>Wellington</b> .....	205
<b>Wimberry</b> .....	206
<b>Winn-all</b> .....	208
<b>Winner</b> .....	210
<b>Woodside</b> .....	211
<b>Wynol's Hill</b> .....	213

## Addis Hill



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Matthews	Caleb	16/10/1909	36	Collier	Fall of clod at the working face owing to a sprag giving way. The floor, which was fire-clay, on becoming wet became soft, and the sprag should have been let into the floor further than it was. He died on the 16th. November.

The remains of Addis Hill Colliery, including a capped shaft and old tips, are situated in the valley of the Gore Brook near Holy Trinity Church (SO 6534 1641).

The gale was confirmed upon a James Cowmeadow in 1841, and an output figure of 2,074 tons is listed against him for 1846.

After 1873 the gale formed part of the Haywood Colliery being worked by the Littledean Woodside Coal Co. Unable to raise enough capital to continue production the company went into voluntary liquidation in 1882. The chairman, Edwin Crawshay, reformed the company as the Haywood Colliery Co. Ltd. and in 1885 the annual output is recorded as 14,447 tons.

During the earlier part of the twentieth century the Addis Hill colliery changed hands several times. Then, in 1931 a Mr. Ivo Baldwin of Ruardean began working the gale but discontinued work in 1935.

The gale then reverted to the Crown and although it was regaled as Addis Hill No.2, being conveyed to Ronald George Meek in February 1944, it was not licensed under the Coal Board in 1954 suggesting that it was no longer being worked.

Records show that at one time the eastern crop of the Coleford High Delf, (estimated 1' 6" and 6' 6" thick), was mined from the No. 4 airshaft on the Fairplay Level, and that the Brazilly seam was worked from the No. 1 airshaft. Fairplay had been sunk as an iron mine but was never successful; a number of airshafts are still in existence.

When Caleb Matthews was killed by a fall in 1909, the colliery was owned by Albert Schofield. Around this time approximately twenty six workers were employed, including twenty two underground.

The main photograph shows Addis Hill as it was. Other photographs were taken in the vicinity of the old colliery.



*Capped shaft  
(SO 6532 1638)  
looking NE, Oct 2005*



*Addis Hill tip  
(SO 6531 1633)  
looking NNE, Oct 2005*



*Addis Hill Tip  
(SO 653 164)  
looking east, Nov 2003*



*Fairplay Airshaft  
(SO 655 168)  
looking north, Nov 2003*

Main photograph from A Pope collection. Other photographs taken by Ron Beard.

## Arles Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Howells	Walter	21/11/1898	23	Collier	Fall of roof from a slip in his working place. Clod set on under rock in the form of a Bell and rather unusual. Coroner - Crushed on the left side of his body by the falling of stone caused by unforeseen marl joints, whilst erecting timber to form an air course.

Arles Level was located East of the Christchurch to English Bicknor road on land belonging to Stert's Farm. All that remains are some hummocks in the field at SO 5745 1358. It is shown on Kelly's map, and (as a disused level) on the first edition Ordnance Survey map. Across the road to the West was the site of Arles Colliery at SO 5720 1355, presumably associated workings. Apparently Slaney Gwilliam (S Gwilliam was a gale holder in 1954) had an engine and winding gear near here, to pull up the carts from the level. The main photograph shows the hummocky ground in the vicinity of the level, other photographs show an old boiler and an old "dram" located at Arles Colliery.

The colliery worked the Coleford High Delf seam and output in 1885 was 3,266tons.

Many old freemines were reworked to win coal that had been left by previous miners, and it is worth noting that as early as 1863 J T Thomas purchased the colliery to work pillars of coal left in old workings.





*Old boiler  
at Arles  
Colliery  
site*



*Old "dram"  
at Arles  
Colliery  
site*

Photographs taken by Tony Middleton, April 2004

## Arthur and Edward (Waterloo)



<b>Fatal Accidents</b> Surname	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Charles	Henry	03/05/1914	42	Pumpman	The water barrel of a pump with a rising main and a suspension chain weighing altogether some seven tons, was being raised by a crab engine, geared in three stages, 180 to 1. Deceased had descended the shaft in a kibble to guide the water barrel past a girder, when the teeth of the third pinion wheel broke and the load was thus set free and allowed to fall down the shaft. Deceased was carried by the crab rope and the suspension chain into the sump and killed. The pinion wheel was of cast iron and appeared to be of good quality and free from flaws. The sides of the shaft were of rock and very unknown, and it is possible that the load was caught and held beneath a ledge of rock, so causing a sufficient strain on the gearing of the crab engine to break the teeth of the pinion wheel.

<b>Fatal Accidents Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Jones	William	24/11/1914	51	Collier	Deceased and another were engaged in tramming tubs from an upper to a lower level along a short "through cut" which had a declination varying between 1 in 4 and 1 in 19. The descent of the tubs was controlled by sprags, one in each pair of wheels, and it was deceased's duty to place the sprags in position, the other wagoner pushing the tub. On this occasion, however, deceased failed to insert the sprags and the speed of the tub gradually increased. Deceased and his helper retained hold of the tub for some distance, after which the helper let go, deceased, however, still retaining his hold. A fireman, who was at the lower level, shouted to him to let go but he did not do so. When about 10 feet past the crossing the tub became derailed and tilted up on its front end, and deceased's head was jerked violently against the roof. His skull was fractured and death was instantaneous. The manager undertook to place stop blocks at the top of the through-cut to prevent tubs getting away without sprags, and also at the bottom, to lessen the risk of persons on the lower level being injured by runaway tubs.
Lodge	John	05/08/1915	37		Killed by the falling of 15 cwt of coal in No 16 Deep Heading. He was underholing the coal at the time of fall.
Morgan	George	21/01/1916	50		Killed by being knocked down by a tub in No 2 Stall Road in Coleford High Delf Vein.
Smith	Henry	22/01/1919	27		Fracture of the neck the result of an accidental fall of rock. killed 22/1/1919.
Watkins	Edward	15/02/1923	56		Killed by the fall of coal which fell as a result of a slip in the coal breaking his neck.
Morgan	Godfrey	13/06/1927			Killed by a fracture of the spine due to a fall of roof caused by the falling of 10cwt of dirt whilst he was digging out a post hole ready to place a prop in position.
Williams	Elon	10/08/1928	74		Crushed between the side of a dipple and a runaway cart caused by the running away of the cart due to a failed coupling.
Scrivens	George	28/11/1928	33		Dislocation of neck vertebrae due to the falling of 45 cwt of coal upon him at the face due to a hidden slip behind the coal.

<b>Fatal Accidents Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Cave	John	26/03/1931	48		Killed whilst riding in an empty set of trams up an incline which collided with a set of full trams. Fracture of skull & multiple injuries.
Duberley	Oscar	21/10/1932	57		Died on 21st Oct by being scalded by steam escaping from a fractured pipe attached to a boiler on the 17th Oct.
Orpin	William	03/05/1937	28		Asphyxiated due to gas poisoning. Had left his workplace for a call of nature but chose a hollow where the air was bad.
Cook	Horace	26/01/1939	23		Killed by being crushed when dragged into pulley wheel by the screen belt when unofficially crossing belt. Belt was restarted by an unofficial workman & signal.
Simmonds	Lewis	30/12/1941		Colliery oversetter	Killed when 5 tubs ran down an incline - insufficient evidence to show the circumstances under which the tubs ran away.
Harris	Joseph	12/02/1947	41		Killed by the falling of a roof whilst building a dirt pack, crushing his chest.
Williams	Charles	24/02/1948	60		Crushed by a train of carts whilst operating a door. He was late opening door and leading cart collided with door and became derailed crushing him.
Taylor	Hubert	17/06/1950	47		Bronchial Pneumonia after fracturing his spine due to a fall of 1 cwt of coal whilst travelling along the No 14 face to a roadway.
Ward	Harold	06/07/1953	57	Colliery Deputy	Harold Ward was an Overman on tour of duty with Charles Douglas, setting explosives on a Sunday night for an explosion on the Monday morning. Both men were qualified shot firers. On the Monday morning one of the explosives did not go off so the two men went back in to make the explosives safe. They exploded as the two reached them and Harold and Charles Douglas suffered severe injuries. Harold died 10 days later in hospital but Charles Douglas survived albeit with terrible scars.

Arthur and Edward Colliery, otherwise known as Waterloo, was one of the last major coal mines working in the Forest. It was situated close to the Mierystock - Lydbrook road (SO 609 151) although little remains on the surface.

The Arthur & Edward gale was worked by Benjamin Gwilliam and Thomas Butler from the mid-1830s, two shafts being sunk to work the Coleford High Delf Seam in the Pennant Group

(middle Upper Coal Measures). 12,857 tons of coal were produced in 1856. In 1853 the Arthur & Edward and Miery Stock Colliery Co. was formed, but this was wound up in 1859. There appears to have been little subsequent production until the new North-Western United deep gale was acquired by the Lydney and Crump Meadow Collieries Co. Ltd in 1908. The Coleford High Delf was reached at a depth of 273 ft in No.1 Shaft, and was followed by dipples down to about 1,050 ft. There were two winding engines (18 in. and 16 in.) and a pumping engine. Tubloads of coal were transported by means of an endless rope-hauled tramway or "creeper" to screens at Mierystock across the Monmouth-Mitcheldean Road, the screens being connected to a siding adjacent to the Lydbrook branch of the former Severn and Wye Railway. In 1928 the colliery was completely electrified and mechanical coal cutters and conveyer belts were installed. At its peak the colliery was producing over 4000 tons of steam coal per week (192,172 tons in 1938, but down to 147,254 tons in 1946). On 30 June 1949 the pit was flooded when a breach was made into the water-filled workings of East Slade Colliery. 177 men escaped by means of the cage up the shaft, and 5 missing men were eventually contacted and rescued via the old Pludds Colliery shaft, which had recently been re-opened for ventilation purposes. Closure of the pit came on 23 December 1959.

The main photograph shows the working colliery during winter.



*Converted buildings  
on the mine site*

Historic photograph from the A Pope collection. Other photograph by Brian Gange, April 2004

## Bailey Hill



*Photograph taken by Tony Middleton, January 2004*

<b>Fatal Accidents</b>					
<b>Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Moore	John	17/10/1853	28	Collier	Blasting.

The Bailey Hill Colliery was situated at Yorkley. The remains of a collapsed shaft are to be found in woodland (SO 63652 07295). Wood has a reference to the Bailey Hill Level Colliery in 1841 with upwards of 10 shareholders holding variable amounts of stock.

In a report of 1846 it is stated that Bailey Hill contained about 300 acres with a vein of about three feet (Yorkley seam) giving a deposit, based on half a ton per square yard, of 726,000 tons. There was a level and three shafts were sunk, the deepest of which was seventy yards. It is recorded that from June to December 1885 there was a total 1,210 tons of coal produced.

Trotter (1942) refers to three shafts and a level.

Throughout its working life there were many proprietorial changes, the last owners appearing to be B.H. Jones & Sons of Coleford who were running the mine in 1954.

## Bilson



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Meredith	James	06/04/1819	11		Killed with three others by the breaking of a chain lowering them down the shaft, they were precipitated to the bottom.
Tingle	Robert	06/04/1819	16		Killed with three others by the breaking of a chain lowering them down the shaft, they were precipitated to the bottom.
Tingle	William	06/04/1819	19		Killed with three others by the breaking of a chain lowering them down the shaft, they were precipitated to the bottom.
Morgan	Thomas	06/04/1819	26		Killed with three others by the breaking of a chain lowering them down the shaft, they were precipitated to the bottom.
James	James	18/02/1832			He was being let down into a coalpit, when some part of the engine giving way, he fell to the bottom and was instantly killed.
?	?	16/01/1851		Collier	Fell whilst descending the shaft.
Williams	Mark	06/07/1859	24	Collier	Fall of roof.
Manfel (Marfell)	Nehemiah	24/11/1859	54	Partner	Fell out of cart when not more than 9 feet from the bottom and was killed on the spot.
Yem	William	19/06/1861	58	Collier	He put off a shot which dislodged about 3 tons of stuff but more was left hanging and looking as to how this was to be brought down suddenly came with a run and killed him.
Duberly	Joshua	23/11/1861	14	Haulier	Injured by trams on 19th. Died this day.

Bilson was a large Nineteenth Century mine near Cinderford (SO 6492 2140). Remains are few, the dirt tip shown in the historic photograph is no longer there, and all surface

developments have gone. The fatalities above include Mark Williams who is recorded as having been killed in an accident at Prospect Pit; this was the name given to one of the Bilson shafts and may have been at the site of the mine, or at another shown on old maps, only a few hundred yards away. The name 'Manfel' is undoubtedly a recording error in the report of the Mines Inspector, other sources give the name as Marfell.

The earliest records show that in 1810 George Teague leased Bilson to the Bullo Pill Co, which went on to develop it.

By about 1833 Bilston (sic) Colliery belonged to Edward Protheroe and consisted of four shafts, although only two (the Winning Pits) were working. The Engine Pit was sunk through the Smith (Twenty Inch), Rocky and Churchway High Delf Seams to a depth of 390 ft. Coal was dispatched by the Bullo Pill Railway (later Forest of Dean Railway and Great Western Railway).

In 1841 Bilson Upper, Bilson Lower, Crump Meadow Engine, Broadmoor Engine, Winning and about 7 other gales were granted to Protheroe, Bilson then being worked by Aaron Gould & Co. At that time 700 people were employed, 240 being under 18 and 40 under 13 years of age; they worked 12-hour shifts, and 33,259 tons of coal were produced. A 60-inch Cornish beam engine was in use for pumping. Production dropped to 17,395 tons in 1856 and 4,482 tons in 1880, although output was 10,656 tons in 1885.

The Bilson and Crump Meadow Collieries Co. Ltd (Lydney and Crump Meadow Collieries Co. Ltd after 1884), which also owned Duck and Winning Collieries, was formed in 1874. It is not known when Bilson Colliery closed.



*Bilson  
Colliery Site  
(1)*





*Bilson  
Colliery Site  
(2)*



*Bilson  
Colliery Site  
(3)*

Photographs taken by Mike Bramwell, March 2004. Historic photograph from A Pope collection

## Bixslade Colliery



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Martin	James	09/08/1853	8	Collier	Fall of coal.

Bixslade is an area with many small mines. Bixslade High Level (above photograph) and Bixslade Low Level are two examples where the entrances are still visible, close to the line of the Bixslade tramway.

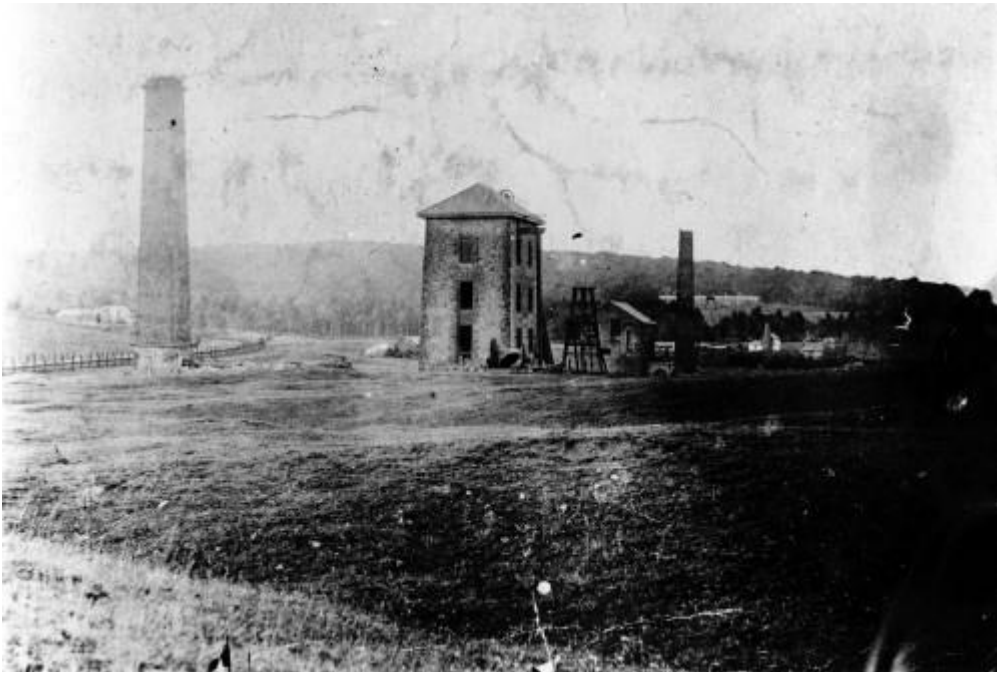
There was a colliery in Bixslade at least by the 1790s, when James Teague was a partner in Bixslade Water Engine Pit. Bixslade Deep (or Low) Level (SO 6017 1005) was begun in 1809 by Thomas Halford and David Mushet to exploit the Coleford High Delf Seam in the Pennant Group (middle Upper Coal Measures). Bixslade Upper (or High) Level (SO 5999 1030) was driven in 1826 and also worked the Coleford High Delf, as well as draining a large area west of Cannop Valley. By 1841 the colliery was producing about 30,000 tons of coal per year, which was transported on the Severn and Wye Railway's 'Bixslade' Tramroad, but production seems to have ceased by about 1871. In 1908 the Bixslade Colliery Co employed 20 people, and the tramroad was conveying coal until 1946. Since then free miners have worked parts of the Bixslade gale via several new levels.



*Bixslade  
High Level  
Interior*

Photographs taken by John Sheraton, June 2002

## Bowson (New Bowson)



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Griffiths	Henry	09/10/1866	29	Sinker	Whilst sinking with others in the bottom of the deep pit a piece of stone fell from a great height (flew off by superincumbent pressure) and injured his head he died that night. The pit was put through extensive old workings and was not as well cased as would have been wished.
Hooper	Edward	15/01/1868	30	Sinker	Drawn over the pulley there was probably some blunder in the signals.
Chivers	Isaiah	19/11/1879	40	Engine man	He had been assisting in changing a cage and slipped at the top and fell down the shaft. Local report says whilst talking to manager about packing of pipes in the shaft.

The site of the shaft for the Bowson or New Bowson Colliery has been preserved and is marked by a circular wall and other renovated remains. It is close to the Cinderford Linear Park and a notice board includes a brief history of the mine.

Although the Bowson deep gale was granted to Cornelius Walding in 1843, serious development was not begun until 1864 when the Great Western Deep Coal Co began sinking two shafts. The work, the first attempt at deep mining in the Forest, was hampered by a dispute with the owners of the nearby Winning Pits, accidents, constructional problems and finally water ingress. A second-hand 85-inch Cornish beam pumping engine was installed in 1869, but did not prove successful. One shaft reached a depth of 865 ft, through the Supra-Pennant Group (with the Churchway High Delf Seam) to below the Yorkley Seam in the

Pennant Group (Upper Coal Measures), but little or no coal appears to have been won; nevertheless, sidings connected to the Churchway Branch of the Great Western Railway's Forest of Dean Branch were constructed. In 1904, under the terms of the Dean Forest (Mines) Act, the New Bowson and East Dean Deep gales were to be amalgamated with the Holly Hill United and Richard Whites gales to form the Northern United deep gale. This was acquired by the Lydney and Crump Meadow Collieries Co Ltd in 1907, but little work was done at New Bowson and the site was ultimately abandoned in 1925. The Northern United gale was sold to Henry Crawshay & Co. Ltd in 1932, and this company went on to develop Northern United Colliery, a short distance to the northwest.



Site of New Bowson Shaft (SO 6438 1510) looking NW



Stonework Remains



Information Board

Photographs taken by Robin Warren (Shaft and Information Board), March 2004, and John Sheraton, June 2002.  
Historic photograph from A Pope collection

## Bream Grove



Photograph taken by Geoff Waygood, February 2004.

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Morgan	Henry	02/06/1891	30	Collier	Fall of coal from the face upon his knocking out sprags. It came suddenly from unseen slips before he was able to get clear from it.

The above photograph, taken from SO 61415 04965, looking SW, shows the entrance to Bream Grove level. It is normally thought of as an iron mine but was part of Tufts Iron Mine, which included two other levels: Tufts Iron Mine (SO 611 049; 165 yds) and Tufts Level (SO 620 049; 1470 yds). These workings extended through coal measures to the ore deposits and coal was worked. The fatality occurred in that part of the mine where coal was being extracted

## Brookhall Ditches



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Jenkins	William	03/02/1813	11	Collier	Fell between the fly and 'cog' wheels erected near the pit.
Chapman	John	16/01/1814	16	Collier	Fell about 45 ft.
Worgan	William	27/11/1852	56	Collier	Shale fell whilst ripping down. Left a wife.
Vurgham	Charles	10/07/1866	30	Collier	Fell down pit and was killed.

Brookhall Ditches Pit, also recorded as Brookall Ditches, Brockall Ditches and Brock Ditches, was located in Parkend to the left of the road to the Barracks (SO 6165 0877). A capped shaft existed (see above) but was bulldozed out and infilled in 2004. Airshafts still exist nearby.

A mine had existed at Brookhall Ditches since at least 1814, when the first fatality occurred. In 1831 the gale was leased to Edward Protheroe. Two shafts existed or were being sunk in 1841 and the mine was drained by a level. It is most notable, not for worker fatalities, but for the deaths of six horses in a fire in 1851:

19 April 1851 Gloucester Journal - *A most lamentable accident was discovered to have taken place on Saturday week, at the Brockhole Ditches coal pit, belonging to the Parkend Coal Company. The men, on descending the pit in the morning, found the whole underground works filled with smoke. Attempts made to save the horses but without effect. Four valuable ones were found dead, and two others, which it was impossible to get at have undoubtedly met the same fate.*



As indicated by the above extract, Brookhall Ditches became part of the Parkend Mine complex.



*Number 1 Airshaft*



*Number 2 Airshaft*



Number 3 Airshaft



*Digging out and infilling main shaft*

Photographs taken by Tony Middleton, between January and March 2004.

## Broominghall



### Fatalities

Surname	Forename	Date	Age	Occupation	Cause
Nelmes	John jnr	16/08/1855		Collier	Fall of stone.
Nelms	G jnr	20/01/1858	10		Ran an empty tub to mouth of shaft on surface when it went too fast and fell down pulling the boy with it.

Broominghall (also called Brooming Hold, Broominghold, and Brooming Hall) was situated at Berry Hill and the above photograph, taken from SO 67424 12267, looking ESE, shows the house "Broominghall", which is adjacent to the original mine.

Broominghall was galed to John Nelmes and Richard Smith in 1843 to work the Coleford High Delf Seam of the Pennant Group (Upper Coal Measures), and it is interesting to note that both accident victims were, almost certainly, members of John Nelmes family.

Production was 534 tons in 1845, and the gale was surrendered in 1865. It was granted to John Brown in 1869, production being 1,007 tons in 1880. Thomas Gwilliam acquired the gale in 1893, but leased the colliery to others until 1897 when it was up for sale. However, Gwilliam, who owned workings at Coal Pit Hill, Farmers Folly and later Arles Level, re-acquired part of the gale in 1900 with a view to working Broominghold. His Coal Pit Hill workings entered into the latter in 1908. Broominghold was sold to Frederick Brown in 1918, but it is uncertain whether any more work was done.



*The capped shaft is beneath this lawn close to the tree (SO 57447 12258) looking SW*

*Photographs taken by Ron Beard, January 2006.*

## Buckholt Level



*Photograph taken by Ron Beard, December 2005.*

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Smith	Elms	04/09/1860	30	Collier	Fall of strong top called 'beef' on the 4th. Died 7th. and was buried 9th. without notice either to Home Office, inspector, coroner or police.
Smith	James	27/07/1882	46	Collier	A piece of stone fell when he was preparing to set a prop under it.

There are numerous mine remains in Wimberry Slade. One of these was Buckholt level, whose location is shown on a Nineteenth Century tramway map. The above photograph shows the level (SO 6009 1229) looking NNW.

Trotter, Thomas and Co., who acquired Wimberry Colliery in 1864, owned Buckholt Level in 1860. There was a connection with the Severn and Wye Railway's Wimberry branch tramroad, which was built in about 1810 to serve collieries and quarries in the valley. Little else is known about the colliery.

## Burches



### Fatalities

Surname	Forename	Date	Age	Occupation	Cause
Preest	William	05/11/1812	27	Collier	Fell from the landway, about 70 yds, to the bottom of the pit.
Hawkins	James	11/07/1818		Coalminer	A large quantity of stone and rubbish falling upon his body.
Hanbury	William	19/04/1820	32	Coalminer	A quantity of stone and rubbish (about 1 ton weight) falling on his head and body.
Warr	John	13/07/1821	30	Coalminer	A large stone falling on his head.

There are four accidents recorded for mines with 'Burches' in their name. All were recorded in the notebook of the coroner, William Joynes, but with different names: Burches, Burches Hill, Burches Pit and Burches Well respectively, probably all referring to mines in the locality of 'The Birches' near Parkend, although 'Birch Hill' near Fetter Hill has also had numerous mines. 'Birches Engine', which became part of the Parkend Colliery, is shown on Sopwith's 1835 map, and 'Birches Dingle' with a nearby spring is shown on the modern Ordnance Survey map. It is near this latter site (SO 6247 0788) that the above photograph was taken.

There was a tramroad branch of the Severn & Wye Railway to Birches Well and Independent Pits by about 1812. In 1827 Edward Protheroe applied for a licence to erect pumping and winding engines at Birches Well. The pumping engine was used to pump water from Protheroe's Independent Pits 1 & 2, although a 72-inch Cornish engine, installed at Park End Castlemain Pit in 1877, eventually superseded this. The Park End Collieries were taken over by the Park End Coal Co. in 1857. It is not known when Birches Well itself ceased production, but it seems to have still been active (although possibly only for pumping) in 1877.



*Disturbed  
ground at  
Birches  
Dingle*

Photographs by Tony Middleton, March 2004

## Bush Pit



### Fatalities

Surname	Forename	Date	Age	Occupation	Cause
Gwilliam	George	10/02/1851	42		Fall of coal.
White	James	17/09/1851		Collier	Fall of coal.

The site of Bush Pit is marked by disturbed ground, including masonry and depressions. The above photograph was taken at SO 59670 12682, looking south.

Teague's Engine Pit (also known as Wimbelow Engine or Bush Pit) was sunk by James Teague in about 1795 to connect with his Potlid Level in Wimberry Slade. It probably worked coal seams in the Pennant Group, such as the Yorkley, Whittington, and Coleford High Delf. A steam engine, one of the first in Dean, was installed, probably to raise coal rather than pump water. A short tramroad, the first in Dean, was constructed to High Beeches on the Coleford–Mitcheldean Road, but this was soon replaced by a second tramroad running northwards, which, despite numerous disputes with the Forest authorities, was eventually extended to Lydbrook on the River Wye. Both the Engine Pit and the tramroad were abandoned in 1815, as the pit was by then worked out. Nevertheless, Peter Teague was apparently working "Bush Pit" in 1852, and the same pit is shown on the 1894 map of coal and iron gales. The last recorded mention of Bush Pit was on 23 February 1914, when Amos



Brown found it necessary to close the Bush Pit No. 2 on the Potlid gale in consequence of the coal being worked out.



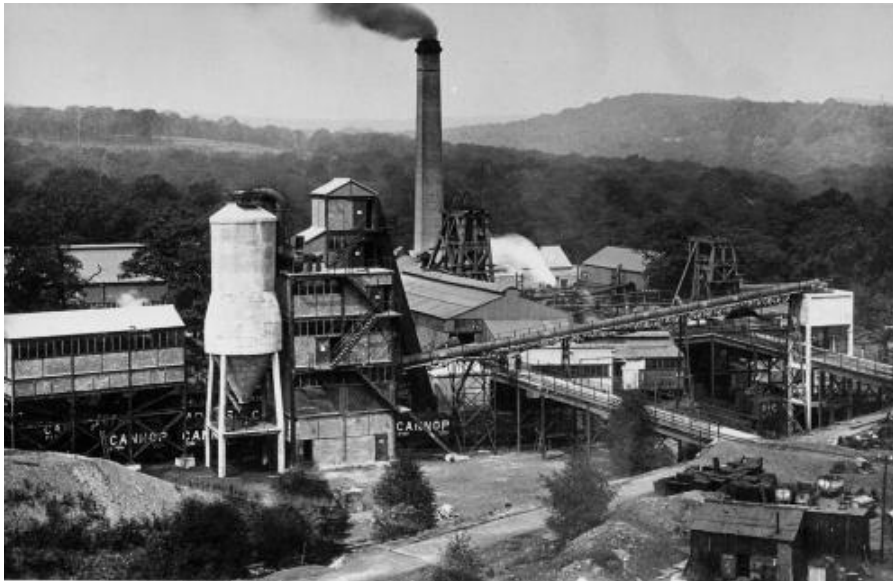
*Spoil heaps near Bush Pit, looking west*



*Bush Pit surface remains, looking east*

Photographs taken by Gillian and Brian Gange, April 2004.

## Cannop



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Williams	Thomas	11/12/1908	23	Filler	On the surface rubbish tip, a tub (in the wheel of which there was an iron sprag) was being turned over on its side to empty it. He appears to have been standing astride the sprag, which caught him between the legs and injured him as the tub went over.
Mumford	Charles	03/02/1909	23	Sinker	In consequence of the pumps in the bottom of the shaft, which is in course of sinking, preventing the hoppet dropping down perpendicularly for the last 13 or 14 yards, it appears to have been considered desirable to have a rider travelling on the hoppet (skip). Deceased was a rider, and had acted as such for a year or longer and on the present occasion was performing his duties as such. He appears to have come up about 40 yards from the bottom to where an electric hump, 117 yards from the surface, is installed and where there is a staging in the shaft. At this point the hoppet " appears to have caught under one of the girders and thrown him out, the exact circumstances being only surmised. If he steadied the hoppet properly above the bottom pumps before signalling it away, the accident should not have occurred, but apparently he must have started before it was steady.
Holt	James	11/03/1909	22	Sinker	He was a skip rider i.e. he rode up the shaft with a hoppet or kibble, in order to guide it past the pumps which occupy a large space in the shaft leaving very little room for the

Surname	Forename	Date	Age	Occupation	Cause
					hoppet. His duties may be compared with those of a journey rider on an engine plane. He had followed this work nearly a year and was therefore no novice. At the time of the accident he was ascending the shaft and had got within 17 or 20 yards of the top when something occurred to cause him to stop the hoppet and have it moved up and down two or three times. It then appears to have tilted and thrown him down the pit. At this part of the pit, and 30 or 40 yards below there is nothing within three feet of the edge of the hoppet, and what he stopped for is a mystery. When the hoppet was afterwards drawn up to the surface it was upside down and the signal wire which hung four feet clear of it was caught in the D link of the spring hook. One can only imagine that one of the catches for keeping it from tilting was open when he left the bottom, and that his clothes or waterproof disturbed and opened the other on the opposite side. How it really occurred will never be known, but strangely enough another skip rider fell out of the same skip in the No.2 Shaft about five weeks before and was killed.
Pulham	Joseph	17/08/1909	21	Trammer	An empty tub which was going up a steep, self-acting road about 14 yards long to the face, became unhitched from the rope and running back, crushed him against the lower side at the bottom. Probably the tub unhooked in consequence of a jerk. Coroner - He tried to stop runaway cart but it carried him against the bottom of Jinney road. He was in a safe pos'n if he had refrained from stopping truck.
Holder	Henry	18/08/1910	31	Hardgroundman	This accident occurred in a pumping engine house which was being made in the solid rock. Twelve shots had been fired in the side of the excavation, one of them near the roof. The place was examined by the chargeman after the shot-firing, and he thought it was perfectly safe. Shortly afterwards a piece of stone fell from the roof, and striking Holder caused fatal injuries. The stone which fell was slippery on its upper bed, and on one side and one end there were joints, whilst the other end and side were loose. The shot-firing had brought down a stone next the side which had been supporting the stone which fell and killed the man. The chargeman's judgment was at fault.
Fitzgerald	George	12/10/1912	15	Office boy	In getting down from a railway wagon on which he had climbed to ascertain what coal was in it, he struck the inside of his knee against the iron buffer and grazed the skin. He died 16 days afterwards from blood-poisoning.

Surname	Forename	Date	Age	Occupation	Cause
Bevan	Frank	18/05/1915	33		Killed by the falling of 3 ton of earth & coal at the face. Fractured skull & broken lower right leg cause of death.
Taylor	Osman	18/11/1922		Roadman	He was in the No 24 Jinney road (inclined roadway -DIT) and assisting in putting an empty cart back onto the rails. The journey went up leaving him standing in the roadway. The empty cart somehow became uncoupled at the top of the incline and ran back down striking and killing him.
Short	George	16/10/1924	40		Killed in No 26 level by the falling of 5 ton of rock bell. Death due to crushing & fractured femur.
Jeffries	John	13/06/1929	34		Killed by the falling of 3 tons of rock from the roof causing fractured spine and left leg.
Bessant	William	10/08/1929			Killed by the falling of a bell of stone from the roof in Stall 50. Death due to crushing of ribs & chest.
Taylor	John	15/04/1932	45	Collier	Killed by a fall of approximately ten tons of rock which crashed through supporting timbers. 'Jack Taylor was working with his mate, Peter Marfell in a stall which had been inspected by the deputy a few hours before when everything seemed normal. However the removal of coal from the face had exposed a joint resulting in the slip of a 'bell' shaped ironstone rock. The fall caused numerous injuries, including a broken neck which was the cause of the death.
Bullock	James	18/07/1939	39	Collier	Fracture of the cervical vertebrae, fracture of the base of the skull due to an accidental fall of a bell (weighing about 2 tons) from the roof of the Cannop Colliery.
Smith	Alfred	26/10/1942	34		Killed by the falling of a 1 ton bell of rock from the roof fracturing his skull.
Jones	Leslie	27/10/1943	39		Killed by the pressure of the strata above causing coal to explode out killing instantly. Death due to fractured skull.
Jones	Harold	29/06/1948	42		Killed by falling of 2 1/2 ton of stone from the roof fracturing his spine. Timbering from face to nearest prop was 6 ft & should have been 3 ft.
Rook	Paul	09/11/1948	60		Killed by the falling of 5 ton of rock from the roof whilst eating food with Sidney Nicholls. Both deaths due to multiple injuries & asphyxia.
Nicholls	Sidney	09/11/1948	47		Killed by the falling of 5 ton of rock from the roof whilst eating food with Paul Rook. Both deaths due multiple injuries & asphyxia.
Nicholls	Charles	29/08/1949	19		Crushed between a journey of trams and the side of the roadway. No known circumstances why he was crushed.
White	Sidney	05/09/1949	46		Died of an infection of the kidneys the result of being hit by a falling stone from the roof

Surname	Forename	Date	Age	Occupation	Cause
					which fractured his spine 12 years before his death.
Smith	Thomas	05/01/1952	53		Crushed by the falling of 3 cwt of coal which fell from the coal face because no sprags were being used. Death due to fractures of ribs on both sides, shock and internal injuries.
Hale	Bert	17/11/1954	46		Fracture of the spine due to the falling of a 3 cwt stone, accident in Oct 1945. Died 17th Nov 1954.
Brookes	Hubert	15/04/1957	54		Killed by the falling of 6 cwt of clod from the roof whilst erecting a supporting timber.
Morse	Fredrick	02/03/1960	57		Fractured spine when tram he was riding in was allowed to travel further down a road with a dangerously low roof further on. He was crushed against the roof fracturing his spine. Road was obscured so haulage driver could not see train of carts.

Cannop Colliery was one of the main Forest mines that was developed to exploit the Coleford High Delf seam. The colliery was closed in September 1960 but the colliery buildings remain as offices for a Council depot, and a cycle hire centre also uses the site (August 2005).

The Cannop Coal Co. Ltd was formed in June 1906, taking over the Union & Cannop and Prince Albert deep gales from Henry Crawshay & Co. Ltd. The aim was to work the Coleford High Delf Seam in the Pennant Group (middle Upper Coal Measures) beneath the workings of the Speech House Hill Colliery. Two shafts were sunk, the 4 ft 9 in thick High Delf being reached at a depth of 612 ft in no.1 pit by November 1909, although the seam was already being worked from a drift mine a short distance up Wimberry Slade. Sidings and a connection with the Wimberry Branch of the Severn and Wye Railway were installed. Winding of coal from the deep pit began in 1912, output reaching 1,000 tons/day by March 1915. Production peaked in 1937 (402,784 tons) making it the largest colliery in Dean, and the workforce was about 1,040 around this time. The colliery was an extremely wet one and was flooded on several occasions. Electric pumps were used and 1,140 million gallons were pumped in 1928. The high cost of pumping was a major factor leading to its closure.



*Cannop Colliery buildings*



*Cannop tip, cycle tracks*



*John Taylor, killed 1932*



*Hubert Brookes, killed 1957*

Photographs of Cannop Colliery and tip taken by Mike Bramwell, March 2004.

Main photograph from A Pope collection.

## Cannop Drift



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Aston		27/10/1899			

The brick-lined drift entrance of Cannop Colliery (now gated) is still visible. The newer level is being worked and can be found higher up Wimberry Slade.

The original Cannop Drift was driven in about 1906-8 by the Cannop Coal Co Ltd to work the Yorkley and Coleford High Delf Seams of the Pennant Group (middle Upper Coal Measures) whilst the main shafts were being sunk. The drift mine was later used as a training mine by the National Coal Board. When Cannop Colliery closed in 1960, the license to work the Yorkley Seam was taken by Harvey Gwilliam. A new drift was used, but the original Cannop Drift was retained as a second exit. New Cannop Drift Mine has been worked intermittently and in 2005 was being worked by the Martin brothers.

Our records show a reference to Aston killed in 1899 at Cannop Drift, no forename or other details are available. This must have occurred at a drift which existed prior to the one driven by the Cannop Coal Co, else the recorded date is in error. The reference was taken from an undated Forest of Dean Mercury.



Entrance to  
Cannop Drift  
SO 6051 1220,  
looking west



'Cannop Drift', a  
working free  
mine in  
Wimberry Slade,  
SO 6225 1218,  
looking west

Photographs taken by Ron Beard, June 2004. Historic photograph from A Pope collection



## Chapel House Colliery



Photograph taken by Ron Beard, January 2004

<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
Robbins	William	18/12/1808	67	Collier	

Chapel House Colliery is almost certainly an alternative name for what became Chapel Quarry Colliery.

In 1808 a William Robbins was recorded as having been killed at Chapel House Colliery. Although no colliery of this name has been located, a Henry Robins was granted a gale in 1844 for a pit to be called Chapel Quarry Colliery at Bream's Eaves to mine the Yorkley vein. This colliery is shown on the first 6 inch OS map. The coincidence of surnames suggests that this is the same mine.

Some old tips can be seen in the vicinity as depicted in the photograph (SO 6050 0638) looking SE.

## Churchway Colliery



Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Yemm	Thomas	26/12/1835	19		While ascending, in a skip, was knocked out of it by a large plank falling from the side of the pit, when he fell to the bottom of the pit and was instantly killed (making the seventh of the family who have been killed in the same manner).
Yemm	Richard	26/12/1835	47		While ascending, in a skip, was knocked out of it by a large plank falling from the side of the pit, when he fell to the bottom of the pit and was instantly killed.
Hiley	Mark	25/11/1837	28		Was descending the pit, with others, when a mass of earth fell from the side of the shaft on his head, and knocked him out of the skiff to the bottom of the pit, a distance of nearly 20 yards.
Terrett	George	16/05/1846	9	Doorboy	Doorboy fell down shaft after overbalancing a barrier along a level.
Davis	James	06/01/1850	10		Thought to have fallen onto flywheel after going across the top of a partitioning in winding engine house.
Unknown		07/05/1851		Loader	Fell from landing in shaft.

There is little evidence to show the existence of Churchway Colliery apart from some disturbed ground as seen in the above photograph (SO 6379 1536) looking SE.

Churchway Colliery was begun in 1740 and by about 1833 was in the hands of the Bennett family, who worked it at least until the 1850s. It worked the Rocky and Churchway High Delf Seams of the Supra-Pennant Group, the latter seam being 4 ft 6 in. thick and at a depth of 336 ft. There were two steam engines (20 in. and 36 in.) at work in 1841, when 2,299 tons of coal were produced, rising to 12,756 tons in 1845. Coal seems to have been dispatched over the Severn and Wye Railway's tramroad during this period, but there were tramroad connections to sidings on the Forest of Dean Railway's Churchway Branch by 1856. Production had ceased by the 1850s or 1860s, but the Churchway gale (as well as the Nelson gale) was acquired by the Bilson and Crump Meadow Collieries Co. Ltd, who continued to use the 40 inch Cornish pumping engine until 1896 to protect their other collieries from flooding.



*Disturbed  
ground near  
the colliery  
site*

Photographs taken by Robin Warren, March 2004

## Cross Knave



Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Nelmes	George	16/05/1873	15	Collier	Whilst ascending the shaft he fell back again due to rope breaking and was killed. At subsequent inquest a verdict of manslaughter against Benjamin Davis was recorded - there was apparently no proper arrangement for working the 'gib' at the pit top.

The site of the Cross Knave colliery is represented by a stone lined shaft, approximately six feet square, as shown in the above photograph (SO 5844 1214) looking SE.

Three Cross Knave pits (also known as Five Acres) are shown on Sopwith's map of 1835. The gale was granted to John Nelmes, John Davis, and Richard Elly in 1841 to work the Coleford High Delf Seam of the Pennant Group. 141 tons of coal were raised by a horse whim in that year.

Benjamin Davies acquired sole interest from his father in 1866. As seen above, Davies was committed for manslaughter in May 1873 after George Nelmes, aged 15, was killed by falling down the shaft.

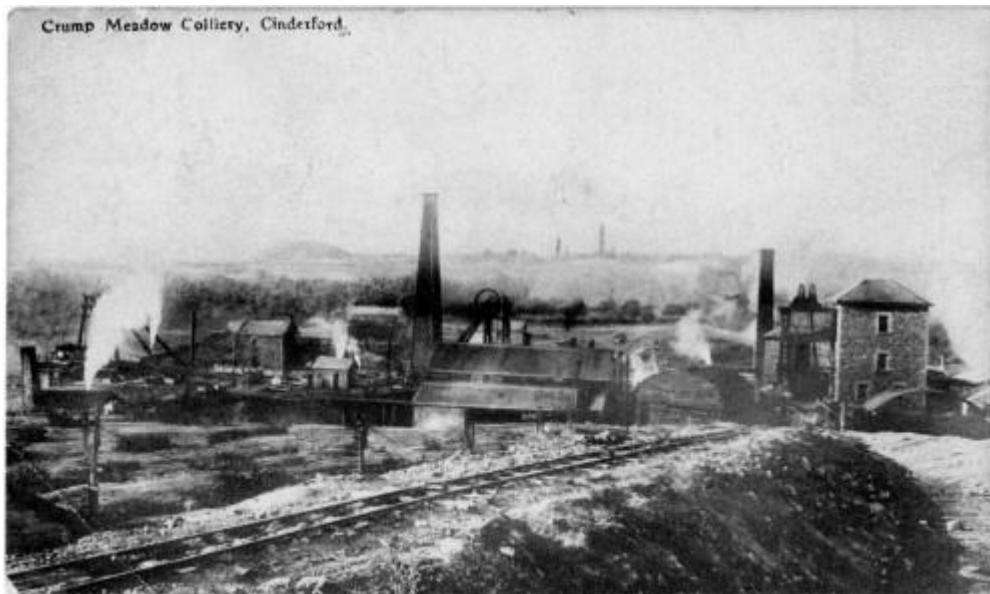
Output was 769 tons in 1880, and there were 8 employees (5 below ground) in 1908. At about this time the colliery owner was in dispute with the landowner over proposals to erect a steam engine and open a level. The colliery was sold to Alfred J. Smith in 1910. The gale had been divided in 1903, and different parts passed through many hands thereafter. It is not known for how long the colliery continued to operate.



*The Cross  
Knave shaft  
looking NW*

Photographs taken by Robin Warren, March 2004.

## Crump Meadow Colliery



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hurcombe	Abraham	28/07/1844	14	Collier	
Pyles	George	08/12/1856	25	Collier	Fall of roof.
Morgan	George	03/03/1858	16	Haulier	Driving horse too fast underground the tram flew off the rails and knocked out one of the props and thus brought down the roof.
Cole	Maurice	05/10/1858	43	Collier	Fall of roof from top side.
Elton	William	25/10/1859	34	Banksman	Fell down the shaft unseen.
Adams	Thomas	02/11/1860	36	Collier	Fall of roof on the 2nd. Died on 17th.
Annetts	James	26/02/1861	13	Collier	Fell 21 yards (from scaffold station) to the bottom of the shaft and was drowned.
Ila	John	15/04/1862	26	Collier	Whilst at work at the face nearly four tons of top came down in consequence of a joint intersecting the run of the ground.
Grindle	Daniel	01/08/1863	14	Collier	Whilst working with his uncle a heavy fall of roof took place breaking right back on the gob to a joint. The stall was fairly timbered.
Lockston	William	02/04/1865	40	Collier	Fall of roof. This happened from a concealed joint tailing back into the solid.
Thomas	Joseph	10/09/1869	13	Collier	Fall of roof.
Coleman	William	25/10/1869	49	Banksman	Was placing some trucks for the purpose of filling them with coals. He got upon the buffer of one of the trucks and was in the act of getting into it for the purpose of putting on the brake when a sudden movement caused him to fall. He was pushed along by the wheels of the wagon.
Gladwin	James	11/11/1869	40	Collier	Fall of roof 11th. Died 24th.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Morgan	Samuel	19/01/1871	27	Collier	Crushed by the falling of 2 tons of roof whilst working alone in a stall. Fall of roof between two joints.
Knight	James	12/07/1871	55	Collier	While taking down some coal on the 11th his mattock handle struck him a terrible blow. Died 12th.
Carter	Joseph	29/09/1871	43	Labourer	Fell from railway truck on the company's road.
Parsons	Thomas	05/04/1872	49	Collier	Crushed by the fall of a bell from the roof in a stall.
Harris	William	06/05/1873	10	Collier	Fall of roof. For taking so young a boy underground the butty collier was prosecuted by the owners and fined.
White	Thomas	11/03/1887	19	Driver	Crushed between a cart upon which he was riding & side of road. He was sitting on a piece of iron called a KIPPEL loosely attached to cart front from which it came detached. He was riding against colliery rules.
Heaven	George	07/01/1897	54	Mason	After repairing a chimney stack he and others were removing the scaffolding planks in doing so he wrenched his knee. Blood poisoning supervened he died on the 27th. He had previously suffered from a bad knee.
Powell	Elton	16/02/1897	14	Labourer	Run over by a railway wagon at the screens which he and another boy were moving contrary to rules. Coroner - Killed by 10 ton railway wagon which deceased tried to slow down by means of inserting a sprag in the brake. It slipped and he fell under wheel which went over his left arm & thigh crushing them severely.
Williams	Edwin	26/04/1897	34	Collier	Explosion of about 2 lbs. of powder by his candle falling into the powder tin.
Barnard	George	11/12/1897	54	Repairer	Fall of roof and side, from an unseen face joint which killed him instantly. He and another man were at the time engaged in repairing and enlarging a siding or pas-bye in the Churchway High Delf seam.
Niblett	Joseph	01/02/1899	43	Labourer	When ascending the shaft he put his head outside the frame of the cage and it was caught by the descending cage.
Morris	George	21/12/1902	25	Collier	When wedging up bottom clod in the Lowery vein he inadvertently loosened a sprag which allowed a piece of coal to fall on him.
Vernon	Arthur	09/02/1907	18	Filler	Caught against the side of heading by an empty tub which a journey of three full ones, drawn by a horse, caught and turned round, in consequence of its not having been left sufficiently clear of the rails to allow the journey to pass. Deceased had brought the empties in some time before, and was therefore in some measure responsible for the placing of them.
Parsons	Joseph	09/04/1908	39	Coal cutter	He was attending a bar coal cutter, and was caught and drawn around by the bar. Death must have resulted immediately. Apparently his

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
					clothes caught and dragged him in. He had only just told the driver to start the machine when the accident occurred.
Waite	John	12/09/1912	39	Collier	Deceased was taking off a corner at a turn in a road for the purpose of widening it. He had holed out the old pack wall for a length of 4.5 feet to a depth of about 18 inches, when a portion of the overlying rock came away from a joint or break and fell upon him, severely injuring his ribs and spine. He succumbed to his injuries on 12th. September, 1912. A break in the rock parallel to the face of the pack might have been anticipated, and the setting of a sprag would probably have prevented the accident.
Ward	Alfred	20/03/1914	21	Collier	He was about to get into a cage at bank when it was suddenly lowered by the engineman, and he was caught between the cage and the surface flat-sheets, and fatally injured.
Taylor	Henry	08/02/1921	59		Killed by the falling from the top of a cage in a shaft whilst repairing pumpwork in shaft. He left a widow and ten children.
Carpenter	Joseph	11/12/1921	68		Died as a result of peritonitis from a hernia to the intestines due to lifting a heavy timber in a horse road.
Baldwin	Thomas	22/01/1923	26		Killed by the fracture of his neck due to a fall of roof at the face where he was working.

Apart from a few concrete foundations and a possible loading wharf, little remains on the site today. Part of the tip has been bulldozed and much of it is tree covered.

Work at Crump Meadow was started around 1829 by Edward Protheroe, the galee, but coal was not reached until 1839. There were three shafts working the Twenty Inch, Lowery, Starkey, Rocky, Churchway High Delf and Brazilly Seams of the Supra-Pennant Group (top part of the Upper Coal Measures), the Churchway being reached at a depth of 696 ft in shaft no. 3.

Two condensing steam engines were working in 1841. Production was 27,833 tons of coal in 1842, 41,507 tons in 1856, 80,746 tons in 1885 and about 500 tons/day by 1906.

There was an early (c.1839) tramroad connection with the Forest of Dean Tramroad and later the Forest of Dean Branch of the Great Western Railway at Bilson; a connection was also made with the Severn and Wye Railway in 1872 when its mineral loop opened. The presence of the Crump Meadow Fault caused difficulties with coal extraction, and the cost of pumping water was an additional problem. By 1920 most of the coal had been worked out, although closure was postponed until July 1929.





*Remains of  
loading  
wharf (SO  
638 139)  
looking south*



*Some nearby  
site remains,  
looking SE*

Photographs taken by John Sheraton, February 2003. Historic photograph from A Pope collection

## Dark Hill Endeavour



Photograph taken by Ron Beard, November 2004

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Jenkins	William	25/01/1901	40	Trammer	Crushed by a tram which he attempted to stop at the bottom. Coroner - Crushed between a tram & the side of a road the result of the accidental breaking of a sprag placed in the wheel of the tram whilst deceased was waiting to receive it at the bottom of a slope whilst his candle went out leaving him in darkness on a stall road having a gradient of about 1 in 6. The collier was taking the tram down the road with a locket in the wheel which broke or dropped out.

There is very little on the surface to show where this mine was. The level was situated in a quarry where the above photograph was taken (SO 6030 0795).

The level was driven before 1835. It was galed to Trotter, Thomas & Co. (who also owned Winnall, Vallets and Success Levels) in 1841 to work the Coleford High Delf and Trenchard Seams (Upper Coal Measures). At that time it was leased to John Constant and 288 tons of coal were produced. Dark Hill Endeavour was close to the Severn and Wye Railway's Milkwall (later Coleford) Branch. It was idle by 1880 and the gale was forfeited in 1891. It was re-granted to John Harper in 1892, but Rev. A.W. Latham and Noah Howell also had shares. 1362 tons of coal were produced in 1894. Latham had bought out the others by 1898 and carried on business as the Phoenix Coal Co. The colliery probably closed at about this time

## Dark Hill Level



Photograph taken by Ron Beard, December 2003.

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Morris	William	03/02/1875	20	Collier	Crushed by the fall of earth and rock in a stall.
Adams	Stephen	12/02/1903	51		Died after straining his intercostal muscle & thus heart exhaustion. The result of trying to lift a heavy weight of dirt that had fallen on Thomas Morgan on 31st January 1903.

The site of the old colliery is heavily overgrown and the only evidence that this was a former mine is some hummocky ground and a few lumps of masonry which may be survivors from the original foundations. The above photograph was taken in the vicinity of the level (SO 5961 0854).

There was a colliery at Dark Hill by 1813 when it was sold to John Hawkins. The gale was confirmed as being awarded to David Mushet in 1841, and by 1847 he had also obtained the neighbouring Shutcastle gale. Dark Hill (or Darkhill) level was close to the Severn and Wye Railway's Milkwall (later Coleford) Branch, and after about 1875 was served by Fetterhill Sidings. It worked the Coleford High Delf Seam (6 ft thick).

On Mushet's death in 1847 the colliery, together with his Darkhill Ironworks and Shutcastle Colliery, were put up for auction, but did not sell and passed to his three sons, soon being held by David Mushet (Jr) alone. Dark Hill was worked intermittently thereafter, only 4,206 tons of coal being produced in 1880. It was bought by Thomas Bennett Brain in 1899. Little work seems to have been done after his death in 1914, although the gale continued to be worked from several adjoining gales.

## Duck Pit



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Williams	Thomas	01/06/1838	23		Slipped & fell to bottom of shaft, a distance of 60 yards, when trying to fasten a chain to coal wagon to be hauled to surface.
Dobbs	George	24/08/1868	23	Collier	Fall of piece of top to the collar of a pair of timbers and this wooden bar or collar struck him dead. There ought to have been plenty of 'lagging' above the timbering.
Keel	John	11/08/1876	39	Collier	Crushed by the fall of roof in a road in which deceased was engaged in cleaning it up
Webb	James	22/06/1891	66	Undermanager	He went down in the cage to the cut out of mouthing under the Starkey Seam and forgetting that the scaffold had been taken up to allow the men in the next shift to go down to the High Delf seam he stepped off the cage and fell 83 yards to the bottom.
Chamberlain	Frederick	13/06/1910	60	Shot firer	He was firing a shot of Arkite in a top caunch. Instead of getting round a corner into a place of safety, as he could easily have done, he stretched the cable to its full length - an inch or two over 23 yards - straight outbye from the shot, and from that point exploded the charge. A stone, projected by the shot, hit him on the side of the head and killed him. He probably held the common but absurd belief that the high explosives only strike downwards.
Matthews	John	14/07/1914	52	Collier	Deceased was at work when his son, who was gobbing dirt in an old trolley road near, called to him

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					to assist him in raising the trolley which had got off the rails. In doing so he strained his ankle, but worked to the end of his shift. He died a week later, and the medical evidence at the inquest was that death was due to "pulmonary embolism", the result of an accident to the ankle.

The Duck Pit was situated at Broadmoor, there are no surface remains and the land where it was sited is part of the St John's Cricket Club ground, seen above (SO 6475 1493) facing NNW.

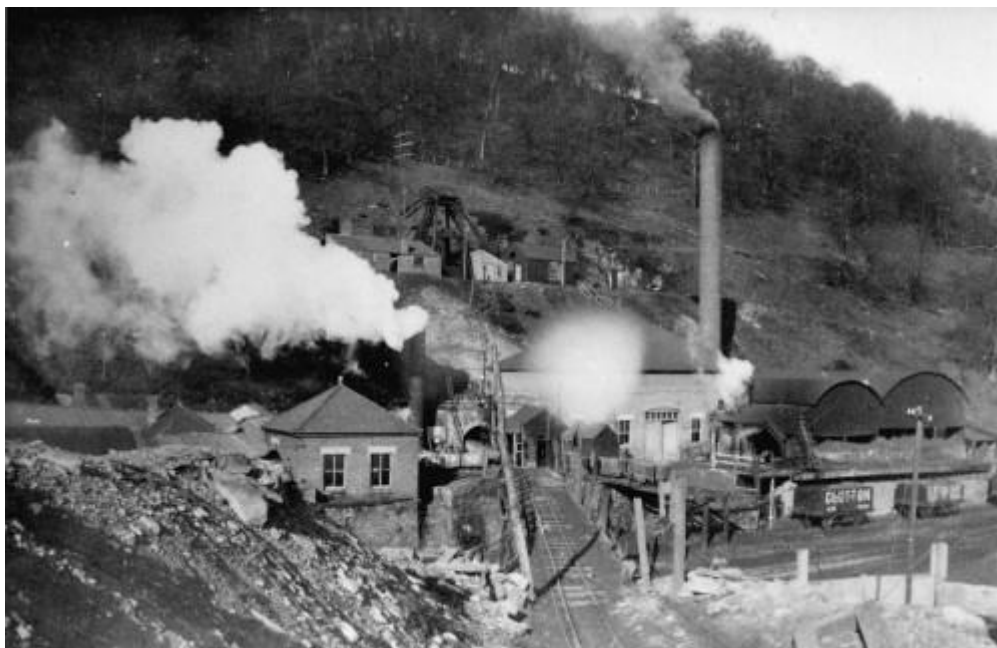
Duck, or Broadmoor, Colliery was on the Broadmoor Engine gale, which formed part of Bilson Colliery. It was probably working by the early 1800s, as the Churchway High Delf Seam (Supra-Pennant Group) was worked out by 1841, when the Lowery Seam was being exploited. A 22-inch condensing engine was working in that year when about 10,500 tons of coal were produced. The colliery had the same owners as the nearby Winning Colliery, passing from Edward Protheroe, through the Gould family, to the Bilson and Crump Meadow Collieries Co. Ltd in 1874, but it remained in production for much longer. It was on the Whimsey Branch of the Forest of Dean Tramroad, later the Great Western Railway's Forest of Dean Branch, and sidings were provided. The engine house was damaged by fire in 1911 and a new one was erected in 1915. It is not clear when the colliery ceased production, but a brickworks, to utilise material from the tips, was established on the site by the Lydney and Crump Meadow Collieries Co Ltd in 1922.



*The site of the Duck Pit, facing E*

Photographs taken by Robin Warren, March 2004.

## Eastern United



<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
Barber	James	25/08/1911	29	Collier	A shot had been fired in the left hand corner of a place and had brought down the coal right across the face. The leading man examined the place after the shot was fired, sounded the roof, saw that no timber had been dislodged, and that in his opinion all was safe. He left deceased to break up the coal which had been shot down, and went to get a prop to put up close to the face when the coal had been cleared away. Whilst he was away, a large "bell-mould", 7 feet by 4.5 feet by 3 feet thick, came down on top of deceased and killed him. Four props were discharged. The coal shot down had formed a support to the in-by side of the "bell-mould".
Worgan	Colin	31/05/1912	25	Collier	The seam in the place where this accident occurred was abnormal, being 8 feet thick, with one foot of clod on top of it. Props 10 feet long by 8 to 10 inches diameter at the thick end by 6 to 8 inches diameter at the thin end were used, and were set with the thick end to the roof. Whilst deceased was filling a tub some 4 yards from the face, a piece of coal and

<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
					clod fell off the face and struck one of these long props, knocking it out. Deceased's head was caught between the falling prop and another one set up against the roof, and his skull fractured. The prop which was knocked out had been re-set on the same morning, and was said to have been driven up tight with a sledge hammer. It had had a good head-tree over it, and its lower end had been let into the floor.
Gwilliam	Henry	05/02/1914	43	Collier	They were taking out a pillar of coal on the rise side of a level road. They were just on the rise side of the tram-road turning loose coal down to the fillers to fill into the tubs, when a piece of rock, 12 feet long by 7 feet wide by 5 feet thick at the thickest part, fell from the roof on to them and killed them instantly. On inspection after the fall, it was found that between the rock that fell and the general mass, there was a thin stratum of coal forming a natural parting. There was also a natural joint at the rise side of the rock. Three props were said to have been set under the rock, and on its being removed three were found. Had double timber been set, it is unlikely that it would have prevented the accident. The presence of the thin stratum of coal was the cause of the rock falling.
Leyshon	Herbert	05/02/1914	26	Collier	They were taking out a pillar of coal on the rise side of a level road. They were just on the rise side of the tram-road turning loose coal down to the fillers to fill into the tubs, when a piece of rock, 12 feet long by 7 feet wide by 5 feet thick at the thickest part, fell from the roof on to them and killed them instantly. On inspection after the fall, it was found that between the rock that fell and the general mass, there was a thin stratum of coal forming a natural parting. There was also a natural joint at the rise side of the rock. Three props were said to have been set under the rock, and on its being removed three were found. Had double timber been set, it is unlikely that it would have prevented the accident. The presence of the thin stratum of coal was the cause of the rock falling.
Fenner	Thomas	10/07/1914	35	Jigger	Deceased was engaged with another in passing trams from the working face

<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
					along a short level and thence down a self-acting incline to a lower level. A stop-block was provided at the top of the incline, and it was deceased's duty to put it in position, and this he unfortunately omitted to do. He was in front of a tram which they were bringing along the level, and when it reached the plates at the top of the incline, the front end was twisted to face the incline. The stop-block not being in position, the tram overran him and forced him down the incline, fracturing his thigh. He died on the same night.
Bloxome	Henry	11/09/1914	22	Collier	Deceased was employed in the Bottom District of the High Delf seam, and was engaged in driving out a cross-cut which had been commenced from the side of the main incline. The roof of the incline, to a thickness of 2 feet, had been taken down across the entrance to the cross-cut, thus forming a brow. The cross-cut had been driven in a distance of 4 feet, and a tree and lid had been set in the centre of it to support the roof. Deceased was getting coal, which had previously been cut and holed from the face, when a portion of the roof, weighing from 10 to 15 cwts, fell upon him, dislocating his neck. The place had been examined two hours prior to the accident, but the fall disclosed two slips which were not previously visible.
Treasure	Albert	04/02/1916	18		Laceration of the brain due to an accident in no 1 dipple.
Hillman	James	26/06/1923	55		Right leg crushed by the fall of 8 cwt of stone which caused death by shock.
Evans	Samuel	28/01/1925	24		Death due to fracture of neck by the falling of 1 1/2 tons of rock which fell upon him at the face.
Wellington	Albert	26/10/1926	30		Died whilst having an operation to repair injuries caused by the falling of 1/2 cwt of coal upon him - exact cause of death not given.
Evans	George	29/12/1929	33		Killed by the falling of 2 ton of stone from the roof. It fell whilst deceased was trying to wedge it down and was far bigger than anticipated.
Fletcher	Alfred	29/05/1936	21		Injuries received by the falling of a stone weighing 6 tons from the roof fracturing his spine. Died.



<b>Fatal Accidents Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Hook	Clarence	01/02/1937	21		Killed by a fractured skull caused by the falling of a 2 cwt stone from the roof whilst at the coal face.
Bowkett	Thomas	03/05/1938	62		Killed by being crushed between a journey of trams and the side of a roadway when trying to leap from the journey after riding against colliery rules.
Baggs	Albert	23/06/1939	22		Killed by being crushed against the side of a dipple by a water tank attached to the end of a journey of trams going down the dipple.
Thomas	William	24/01/1942	35		Fall of stone due to unforeseen slip fractured his spine.
Bayliss	Alfred	22/05/1942	65		Injuries received by the falling of a bell fracturing his spine.
Jenkins	Harold	03/07/1942	51		Killed by the falling of 8 cwt of coal at No 3 face crushing his chest.
Davis	David	02/03/1949	54		Chest crushed by the falling of 1 ton of stone from the roof.
Cooper	Percival	15/05/1954	57		Killed by being crushed between the side of the roadway & a derailed tram whilst riding on the front of a tram which was against colliery rules.
Waite	Arthur	28/05/1955	42		Suffocation caused by being crushed by the falling of a 3 ton bell of rock from the roof of No 26 conveyor face.
Pritchard	Fredrick	03/03/1956	47		Killed by being hit by a runaway tram that broke away whilst being lowered as part of a journey. The drawbar of the tram being faulty & pulled out. Fractured skull & spine.
Halford	William	30/01/1957	60		Killed by the running away of one of 2 full trams of timber that he was leading down a dipple. The tram was not properly hitched to the rear one. He tried to hold it back with his back but it fractured his thigh bone & pelvis.

Where Eastern United Colliery stood is now an industrial site. The tip has been partially excavated and there are plans to remove shale and extract coal.

The Eastern United Colliery gale was one of seven areas into which the deep gales of the coalfield were amalgamated by the 1904 Dean Forest (Mines) Act. It was acquired by Henry Crawshay & Co. Ltd in 1907. Driving of two sloping adits or 'dipples', the larger 10 ft wide by 7 ft high, on the site of the old Findall Colliery began in 1909, but the Walmer's shaft was retained for ventilation. The object was to work the lower part of the Upper Coal Measures (Pennant and Trenchard Groups), containing mainly steam coals, including the Coleford High

Delf Seam. Sidings connected to the Great Western Railway's Forest of Dean Branch were completed in 1909, and the first coal was sold in 1910. However, it was not until 1916 that serious geological problems were overcome: the seams were lost in the main headings due to vertical dipping seams and were only re-located by driving lengthy cross dipples. The larger dipple was used for tub haulage, using a steam-powered endless rope system (electric locomotives were later used in some parts of the mine), and electric pumps were installed. Coal output increased from 58,038 tons in 1920, to 239,747 tons in 1930 and 283,666 tons (the peak) in 1937, by which time new screens had been installed. Thereafter, costs rose due to declining production (112,187 tons in 1955), geological difficulties and water ingress. The colliery closed from 30th January 1959.



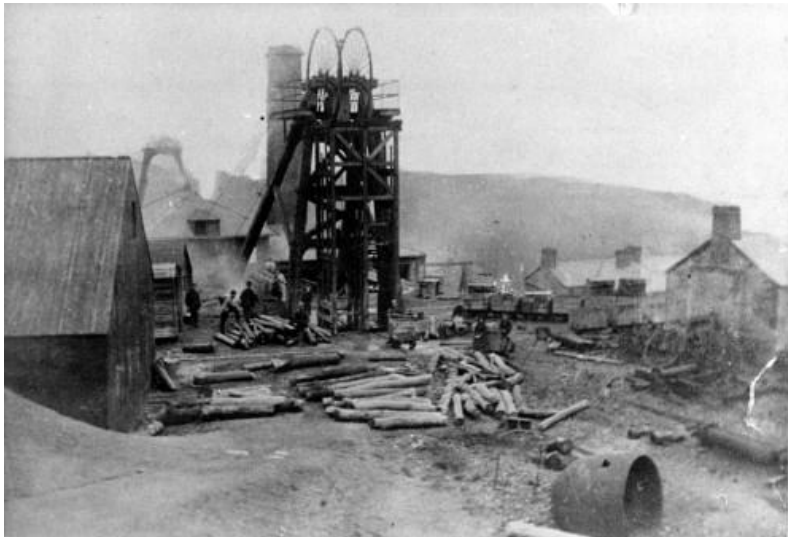
*Eastern United site looking North (6487 1136)*



*A Waite, killed in 1955*

Photograph of Eastern taken by Ron Beard, July 2000. Main photograph from A Pope collection

## East Slade



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Morgan	Frederick	14/08/1873	14	Doorboy	Run over by loaded tub whilst asleep on the road.
Walby	George	14/10/1873	16	Collier	Fall of roof.
Meek	William	13/11/1873	60	Collier	Fall of stone.
Vedmore	William	06/03/1874	38	Collier	Hurt by fall of coal. Died 9th.
Yemm	Edmund	08/08/1876	31	Collier	Crushed by a fall of earth whilst withdrawing timber in an unused road.
Cooper	Richard	02/10/1880	62	Fitter	Deceased was repairing a valve, and the expansion joint of a steam pipe blew out and he was scalded to death. Two others - William Hurst and Cornelius Mason - severely injured.
Yemm	Enos	10/02/1882	42	Roadsman	Deceased was engaged in drawing timber out of an old road he incautiously went to the inner side to knock out a prop and a large quantity of stone and rubbish came down on to him.
Smith	Timothy	25/01/1883	35	Hitcher	Six full carts were standing about 4 yards from the shaft and the cage was down with an empty cart in it. A journey of coal joined up against the six carts and Smith put his hip against them to stop them. They were moving slowly and there was an empty road at each side but he got squeezed between them and the empty tram in the cage.
Johns	Thomas	03/05/1887	31	Carter	Injured by a fall of roof and died the same day. A piece of shale which overlies the coal fell upon him. The place was well timbered.
Reed	John	04/09/1890	51	Collier	He was injured by a fall of coal in his working place. He resumed work once or twice but was unable to continue at it for more than a few days. He died suddenly on the 1st September in his working place having a few days previously

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					again resumed work. The evidence at the inquest satisfied the coroner and jury that death was the result of "heart disease," caused, or at least accelerated, by this accident.

The photograph from the A Pope collection shows East Slade when it was working (SO 6284 1626). The modern photographs are of the colliery waste tip at East Slade.

Sinking of East Slade Pit was begun around 1832 by George and James Meek, who assigned their rights to the Cheltenham and Forest of Dean Coal Co. In 1841 there was a 210 ft shaft with a high-pressure engine, but the colliery was idle. By 1850 the colliery, which worked the 5 to 6 ft thick Coleford High Delf Seam (Pennant Group), had four shafts and a tramroad connection with the South Wales Railway's Churchway Branch. The tramroad from the colliery was later replaced by a rope-worked incline down to screens situated on the sidings at Churchway. By 1872 the colliery was in the hands of the New Bowson Coal Co. Ltd, who also worked the Britannia and Favourite gales through East Slade pits. The colliery worked until 1899 when the East Slade and Woodside gales were almost worked out. It closed in May that year, having produced 497,199 tons of coal since 1872.



*East Slade tip looking NE*



*East Slade tip looking South.*

Photographs taken by Brian Gange, March 2004. Historic photograph from A Pope collection

## Ellwood Green



Photograph taken by Ron Beard, December 2003.

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Aston	Thomas	12/01/1877	33	Collier	Suffocated by a fall of roof in a wind way road (ventilating road).

Ellwood Green was one of the mines used to exploit the Ellwood gale. Its position is shown on the first OS 6" map and the above photograph shows the location of an old level at the position indicated (SO 5892 0861) looking South.

Ellwood was galed to Samuel Morgan in 1860 to get coal from the Coleford High Delf and Whittington Seams of the Pennant Group (Upper Coal Measures). The Flour Mill Colliery Co Ltd was formed in 1873 to acquire Flour Mill and Ellwood Collieries, but this was unsuccessful and the company went into liquidation in 1875. The Ellwood Green Colliery and Brick Co Ltd was incorporated in 1876, however, by 1878 the company was also to be wound up, although it was not dissolved until 1905.

## Ellwood New



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Powell	Richard	16/03/1870	51	Collier	Fall of coal, nearly 3 tons.

Ellwood New, like Ellwood Green, was one of the mines used to exploit the Ellwood gale. Unlike Ellwood Green, there is clear evidence of mining activity with an old walled shaft. The nearby stone hut is believed to have been originally part of the mine buildings.

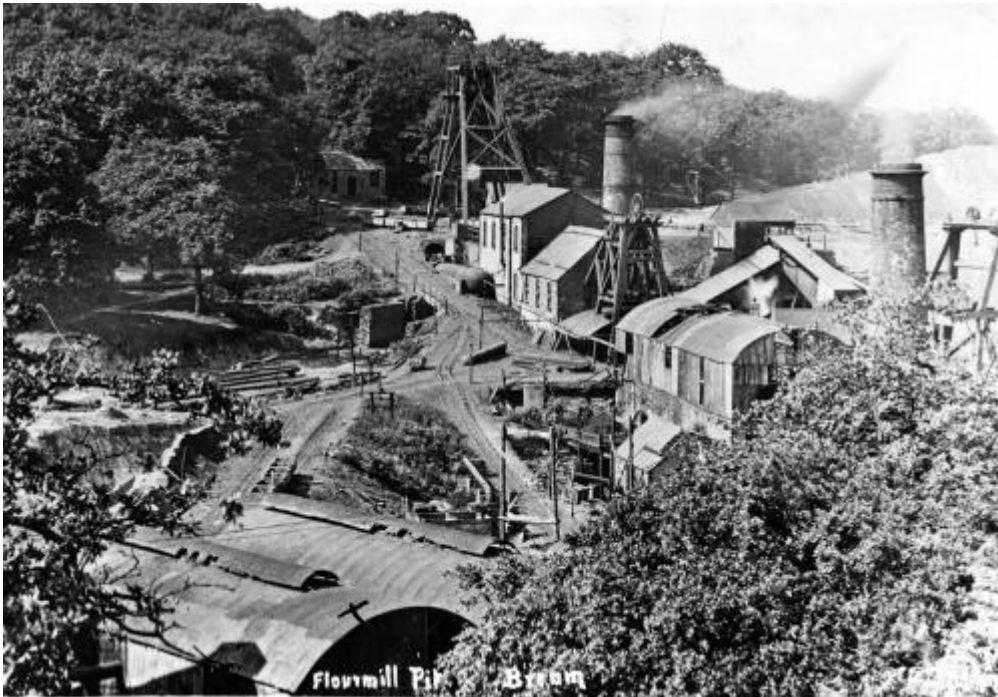
Ellwood was galed to Samuel Morgan in 1860 to get coal from the Coleford High Delf and Whittington Seams of the Pennant Group (Upper Coal Measures). The Flour Mill Colliery Co. Ltd was formed in 1873 to acquire Flour Mill and Ellwood Collieries, but this was unsuccessful and the company went into liquidation in 1875. The Ellwood Green Colliery and Brick Co Ltd was incorporated in 1876, apparently on a different site between Ellwood Green and Dark Hill. However, by 1878 the company was also to be wound up, although it was not dissolved until 1905. Ellwood New Pit at SO 5950 0765 was in operation before 1870 (see above casualty).



*Stone hut near the shaft of Ellwood New Pit*

Photographs taken by Mike Bramwell, March 2004.

## Flour Mill



<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
Hooper	John	30/09/1866	25	Sinker	Went down about midnight to loosen the bolts of the clack door and it is supposed he fell off the half moon into the sump and was drowned before he could be reached. He ought to have taken someone with him as a man can not work with a lamp in one hand and a spanner in the other.
Hook	James	15/05/1890	50	Labourer	When engaged at a hand winch lowering an old headstocks or pulley frame one of the guy ropes broke and the frame falling over jerked the rope attached to the winch causing the handle which he held to slip from his hand. In revolving it struck and killed him. The arrangements adopted for the work were unsatisfactory.
Roberts	Frank	09/11/1897	20	Collier	Fall of a mushroom-shaped bell of shale from the roof, which killed him instantly and injured his companion.
Thomas	Charles	12/11/1899	31		Primary, paralysis after injuries received in the Flour Mill Colliery in 1896.
Doward	Richard	31/08/1908	16	Loader	Fall of roof stone at the place. It was given off at a smooth slant at one side, and feathered out to a thin edge at the

<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
					other. It fell when they had just got to an old level which they were about to clear in order to continue their road up through the pillar above.
Peart	Sidney	30/07/1909	32	Collier	Fall of "warden " or "blacks," 2 feet 9 inches thick, from over the coal. In places it is soft, and it fell on deceased as he and his brother were engaged cutting out the "butts" in a fast road, only 7 to 8 feet wide. They had set a sprag which was not long enough, and which proved inefficient, although they had plenty of suitable timber at hand. (This entry appears in the 1909 Report but is dated 1910)
Edwards	James	02/09/1909	60	Collier	Half of a large and unseen "Bell" mould in Coleford High Delf seam fell suddenly upon him where he was about to start a place out of his stall road. The Examiner had only just sent him to the place and had not left him there three minutes when it occurred. As a precautionary measure he had set a post close outside the edge of the stone which fell.
Rhodes	William	15/06/1910	20	Trammer	He and another youth were bringing a laden tub from the face down a road dipping 4 to 5 inches per yard. He was in front of the tub, which had one sprag only in the wheels. The tub gained pace and overpowered the youths, and Rhodes tried to jump to one side; he failed to get clear and was crushed between the corner of the tub and the timber at the side of the road, and died a week afterwards.
Howells	Evan	26/04/1913	38	Collier	He went on wedging up the bottom coal instead of setting a prop to support the roof, although he had been told by the deputy to set a support as soon as he had taken down the top coal. His spine was injured and he died on April 26th., 1913.
Toomey	Ernest	28/04/1913	22	Trammer	He was standing at the bottom of an incline rising 8.5 inches per yard, up which a train of 14 laden tubs was being hauled. The train had only been hauled some 65 or 70 yards when the front axle of the fifth tub broke and caused this tub to be derailed; the tub bumped into a sleeper and the resulting strain caused the hook at the fore end of the drawbar of the third tub to break. Twelve tubs



<b>Fatal Accidents</b> Surname	Forename	Date	Age	Occupation	Cause
					were thus separated from the hauling rope, and although a backstay was attached to the last tub of the set, they ran down the incline and killed him. He ought not to have been standing where he was, but should have been with his marrow at work along the level. He saw the set leave the siding and therefore knew the circumstances surrounding the position in which he was standing.
Elsmore	Charles	02/02/1914	15	Shifter	No one saw the accident happened, but presumably he was trying to couple two tubs together, when a set of four tubs was brought down to the shaft siding and bumped into the rear end of those he was trying to couple. He was found immediately afterwards stooping with his head between the tubs. His skull was fractured, and he died the same day. There was no use in coupling the tubs, but no other reason suggests itself to account for the position in which he was found. The tubs on the inbye side of him had just been brought down the siding; it was therefore certain that they were not coupled to the tubs on the outbye side of him.
Nash	Herbert	05/02/1915	57		Killed by the falling of 1 ton stone whilst preparing a new pump house in South Main Dipple. Stone fell whilst inspecting roof after a shot was fired & crushed his legs. Death due to shock & blood loss. Rock fell due to a slip.
Vaughan	Andrew	16/07/1915	29		Killed by a fall of 30 cwt coal & dirt which fell breaking supporting sprag, crushing & killing him.
Macey	Thomas	12/04/1922	43		Died as a result of an accident with a coal cutter which severed his right foot when cutter jumped back towards deceased when started.

Several of the surface buildings belonging to the old Flour Mill colliery survive, including a fine generator house of about 1908 which is used as a workshop for restoring locomotives.

Although Flour Mill was first galed in 1843, a chemical works had been built on the site by 1844. However, shaft sinking was in progress in 1866, and coal was certainly being produced by 1874. Two steam engines were installed, but were not working in 1880. In 1891 the Princess Royal Colliery Co. Ltd was formed to work both Princess Royal (Park Gutter) and Flour Mill. At the same time, a rope-worked tramway was built from Flour Mill to Park

Gutter, where the Severn and Wye Railway's Oakwood Branch had just been extended. Flour Mill worked the Yorkley, Whittington and Coleford High Delf Seams of the Pennant Group (middle Upper Coal Measures), the latter seam (4 ft 6 in. thick) being reached at a depth of 423 ft in no. 3 shaft. The combined output (with Princess Royal) was 600 tons of coal per day in 1906. Due to a combination of strikes (in 1909 and 1912), geological difficulties and very wet conditions, it was decided to develop Flour Mill by deepening Park Gutter shaft, which was completed in 1915. An underground connection was made in 1916, and coal ceased to be wound at Flour Mill in 1928.



*Flour Mill  
engine house  
(SO 6046  
0679)  
looking SSW*

Photograph taken by John Sheraton, September 2001. Historic photograph from A Pope collection

## Foxes Bridge



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Mallett	Edward	07/11/1863	45	Banksman	Fell 300 yards down the pit and was dashed to pieces. A rude and imperfect surface arrangement was the cause of this disaster.
Fleetwood	Henry	04/02/1868	14	Collier	Employed as a jockey, became entangled in the harness and fell to the ground and was run over by several loaded carts and was so seriously injured he died 16th.
Griffin	George	12/08/1869	15		Concussion of brain caused by his head coming into contact with a beam whilst riding pit pony contrary to pit rules.
Chambers	William	23/08/1870	14	Haulier	Crushed between two coal carts which deceased was in the act of uncoupling.
Roberts	Alfred	02/06/1871	20	Collier	Crushed by the fall of 1/2 ton of earth which fell upon deceased back whilst in a stooping position. Fall of roof.
Pickerill	William	24/06/1872	38	Driver	Crushed by the fall of roof from the want of proper timbering due to lack of supervision 24th. Died 26th.
Guinell	Daniel	17/07/1873	29	Collier	Fall of bell from the Rocky vein. Died same evening.
James	John	19/08/1873	18	Collier	Fell out of pit cart whilst having a fit when descending the shaft.
Baldwin	Thomas	10/02/1874	30	Engine man	Boiler explosion. Died 15th.
Wilkes	William	14/08/1874	35	Labourer	Killed by railway truck.
Meek	Thomas	08/10/1875	22	Collier	Crushed by the accidental fall of earth in a heading in the Rocky Vein.
Saunders	William	21/04/1876		Labourer	Crushed by railway trucks. Died 24th Apr.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Adams	Alfred	14/04/1880	16	Collier	Injured by fall of roof and died on 14th April. This accident was not reported to the inspector until after the death had occurred.
Poole	Thomas	13/02/1883	16	Driver	Kicked by a horse, and died on the 14th.
Gale	Albert	02/03/1884	24	Labourer	Found dead in machinery. The deceased who was paralysed on one side was employed to work a small hand pump underground; about 60 yards off was a donkey engine worked by compressed air with which he had nothing whatever to do. The engine stopped and he was found entangled in the fly wheel.
Jordan	Joseph	24/10/1884	20		Fall of top. He was bringing some coal down the face when a stone fell upon him. It had been examined, and showed no sign of weakness.
Morris	James	07/02/1891	45		Killed by falling of a large stone from the roof as a result of a hidden slip not detected.
George	Edwin	19/02/1892	34	Horse driver	While engaged with a horse, shunting railway trucks on the colliery sidings, he was crushed between the buffers.
Bevan	Joseph	06/12/1892	43	Labourer	He fell about 8 or 9 feet from staging where he was tipping ashes into a railway truck. In the fall his head apparently struck the truck or rail. Two or three hours elapsed between his being last seen alive and his being found dead lying on the rails.
Milling	Henry	28/05/1893	56	Shaftman	Fall part way (150 yd) down the shaft in consequence of the breakage of the bridle chains of the cage on which they were ascending. They, with another man (who escaped by clutching the guides), were employed in the shaft at pump repairs. Having had the cage out of the rake for the purpose of getting to the pump, they omitted to properly steady it before signalling to be drawn up to the surface. There were two wire rope guides or conductors for the cage which, being somewhat slack, allowed of oscillation resulting in the cage catching under the end of the spindle for working the top kep clack of the pump, and the consequent snapping of the chains. Four wire rope guides have been applied and the spindle has also been shortened. 3 killed.
Mountjoy	Thomas	28/05/1893	41	Shaftman	Fell part way (150 yd) down the shaft in consequence of the breakage of the bridle chains of the cage on which they were ascending. They, with another man (who escaped by clutching the guides), were employed in the shaft at pump repairs. Having had the cage out of the rake for the purpose of getting to the pump, they omitted to properly steady it before signalling to be drawn up to the surface. There were two wire

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					rope guides or conductors for the cage which, being somewhat slack, allowed of oscillation resulting in the cage catching under the end of the spindle for working the top kep clack of the pump, and the consequent snapping of the chains. Four wire rope guides have been applied and the spindle has also been shortened. 3 killed.
Bowkett	Edwin	28/05/1893	45	Shaftman	Fell part way (150 yd) down the shaft in consequence of the breakage of the bridle chains of the cage on which they were ascending. They, with another man (who escaped by clutching the guides), were employed in the shaft at pump repairs. Having had the cage out of the rake for the purpose of getting to the pump, they omitted to properly steady it before signalling to be drawn up to the surface. There were two wire rope guides or conductors for the cage which, being somewhat slack, allowed of oscillation resulting in the cage catching under the end of the spindle for working the top kep clack of the pump, and the consequent snapping of the chains. Four wire rope guides have been applied and the spindle has also been shortened. 3 killed.
Brain	Jesse	21/12/1897	48	Collier	Fall of roof at the face of the twenty inch vein from a slip which he was aware of and a joint which was not visible. The place seemed to be fairly well timbered. He died 21st.
Hill	Richard	07/12/1898	16	Hodder	Fall of roof from a parting in the rock in the Starkey vein owing to a sudden weight in his working place.
Bishop	John	31/03/1900	18	Assistant runner on	He ran a full cart on to a cage in a drop staple pit before he had made the brake fast and was crushed between the cage and the framework.
Tingle	George	01/12/1900	17	Horse Driver	His horse bolted and the carts or tube jumping the road knocked out some timbers. About half a ton of rock fell into the dirt cart in which he was riding and killed him.
Chamberlain	William	09/01/1901	28	Stallman	Clod which he was pulling down in his working place fell over a larger area than he expected.
Wild	Charles	09/09/1907	24	Collier	Explosion of compressed powder while charging a hole. It appears that a copper pricker was being used for inserting the powder, but whether the explosion resulted from its use or from a spark from a candle is uncertain. He died on the 20th October from the result of his injuries.
Morgan	Henry	24/12/1907	48	Collier	He appears to have had two shots to fire in a horse road, about four feet from each other. He fired one and was returning to fire the

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
					second when it went off and injured him so that he died the next day. The explosive was compressed powder and the means of firing was by patent squib.
Ensore	Joseph	11/03/1915	22		Killed whilst riding in a horse drawn cart which left rails jumped into side knocking out 2 settings of timber. 1 ton of dirt & stone fell upon deceased killing him instantly. Death due to fractured neck.
Brain	Arthur	19/02/1917	24		Fracture of the spine, the result of a fall of roof in the Starkey Vein.
Hale	William	26/04/1918	72		Compression & haemorrhage of brain the result of the breaking of a plank which caused him to fall 14 ft.

There are some remains of concrete and stone walls and foundations, including a possible loading wharf. Much of the tip has now been levelled with the waste being used for making bricks.

The original Foxes Bridge Colliery of c.1837, near the Speech House, was never completed, and in 1855 sinking of a new colliery began further north. There were two shafts, the Land and Deep Pits, working the top part of the Upper Coal Measures (Supra-Pennant Group), including the Twenty Inch, Lowery, Starkey, Rocky and Churchway High Delf Seams; the latter reached at a depth of 851 ft in the Land Pit. A 30-inch. beam engine was in use in 1873, and a 60-inch Cornish high-pressure engine in 1880. There was a rope-worked inline down to the Great Western Railway's Forest of Dean Branch, as well as a connection with the Severn and Wye Railway's mineral loop (1872). The colliery was one of the largest in Dean, producing 126,978 tons of coal in 1880 and 500 tons/day in 1906. In 1919 fear of water ingress led to the purchase (jointly with Lightmoor) of Trafalgar Colliery. Closure came in 1930 due to water entering from Crump Meadow Colliery, which had closed the previous year.



*Cycle Track  
near Foxes  
Bridge (SO  
640 135)  
looking SW*



*Foxes Bridge  
remains  
looking SSW*

Photographs taken by John Sheraton, March 2002. Historic photograph from A Pope collection

## Gentlemen Colliers



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hawkins	William	07/03/1814	35	Collier	Large quantity of coals fell on his body and head.

The accident report gives the colliery name as "Gentleman's Colliery", the assumption has been made that this should be the Gentlemen Colliers. This colliery had a number of different locations over time, and at least three tips can be seen to the north of Bakers Hill between Coleford and Broadwell. The main photograph, looking west from SO 5863 1103, shows the site of one of the shafts.

References to the colliery go back as far as 1735, and Ralph Anstis in "The Industrial Teagues" noted that James Teague had an interest in 1790. Later, James' son, Peter, also had an interest, and in 1841 Charles Ford of Monmouth had five eighths of the shares, with Peter Teague holding the remainder.

Coal was extracted from the Coleford High Delf Seam and output during Peter Teague's time was 338 tons in 1845 and 326 tons in 1846. In 1888 1,888 tons were extracted and in 1894 1,140 tons, when the mine was operated by the "Smith brothers".

No coal was mined after 1900, but New Hawkins Colliery may later have worked from one of the Gentlemen Colliers' pits.





*Tip and air shaft site looking East*



*A second tip photographed from SO 5838 1112 looking NNE*

Photographs taken by Ron Beard, March 2004.

## Gorbrook



Photograph taken by Ron Beard, November 2003.

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Meredith	Jacob	16/12/1857		Collier	Fall of stone.

The entrance to Gorbrook level can still be seen, as in the main photograph taken from SO 655 164, looking north in November 2003.

In 1836 Gorbrook Colliery comprised a level and two shafts, and worked the Coleford High Delf Seam (averaging 4 ft thick) of the Pennant Group. The gale was granted to Joseph Roberts in 1841, and the colliery was sold by auction in 1859. By 1904 it was in the hands of Joseph Lodge, passing to Amos Morgan in 1915. There were several more owners thereafter, the last being Ivo Baldwin, owner of nearby Addis Hill Colliery, in 1931-6, although it is not known whether much more work was done.

## Hang Old Pit



Photograph taken by Marina Lambert, January 2004.

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Morgan	Thomas	22/06/1857	3	Stranger	Fell down unfenced pit.

The remains of Hang Old Pit can still be seen in Bream where the above photograph was taken in January 2004.

Little is known about the colliery apart from the fact that Warren James used it as a hiding place.

The only fatality was apparently not of a worker, but due to an accident befalling a member of the public.

## Harrow Hill



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Matthews	James	15/01/1926	33		Died from the result of an accident causing fractured spine, he died sometime between 8th to 15th Jan 1926.

There are few surface remains of Harrow Hill Colliery (SO 645 169) apart from some uneven ground to the east of the Nailbridge - Drybrook road, and the remains of the tip to the west. The mine buildings were close to the road and an overhead track was used to carry the dirt to the other side.

The historic and modern photographs were all taken from the lower slopes of Ruardean Hill.

Albert Jones acquired the mining rights on Prosper gale at Harrow Hill in 1916, also taking a lease on the east wing of Speedwell Newbridge Colliery. Newbridge Engine Colliery was purchased in 1918. Harrow Hill Colliery probably worked the Coleford High Delf Seam of the Pennant Group, which crops out in this area. Speedwell Newbridge Colliery sidings were used for shipping coal initially, but a private siding was completed in 1924, coal being transported there by a bridge over the Nailbridge-Drybrook road. Unfortunately, the colliery was working at a loss and, after a period when it was leased to I.W. Baldwin, it was conveyed to the Wigpool Coal and Iron Co. Ltd in 1924. It closed in about 1927.



*Harrow Hill,  
looking East  
from Morse  
Road (SO  
642 170)  
May 2004*



*Harrow Hill  
from lower  
slopes of  
Ruardean  
Hill, looking  
East from SO  
66193 17136*

Photographs taken by Ron Beard. Historic photograph from A Pope collection.

## Heywood



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Harris	Thomas				
Brobyn	George	01/12/1874	32	Collier	Killed by the falling of coal which forced one end of his mattock to be driven into his skull
Nelmes	Alfred	23/07/1879	22	Collier	Fall of roof.
Church	Thomas	26/08/1879	40	Hitcher	Fell down while replacing staging 50 yards from bottom of shaft.

The Heywood (or Haywood) mine was located in lower High Street, Cinderford, and its tip, seen in the main photograph looking E, remains as the most visible symbol of the coal mining industry in the town.

In 1841 the Haywood gale was awarded to Moses Teague, who, in association with William Crawshay, was opening a colliery there. The Coleford High Delf Seam (Pennant Group) was eventually worked from two cross-cuts in the shaft at depths of 210 ft and 362 ft. There were two high-pressure engines at work (10 in. winding and 18 in. pumping), and coal production rose from 1,510 tons in 1841 to 5,428 tons in 1845.

After 1863 the colliery was served by Crawshay's private tramroad, which ran from Buckshaft Iron Mine at Ruspidge to St Annals Iron Mine near Cinderford via the Cinderford Ironworks - its line is followed by Denecroft Road.

The Littledean Woodside Coal Co. was formed by 1873 to work Haywood in conjunction with the Addis Hill and Smith's Delight gales. A narrow-gauge (2 ft 7½ in) railway connection to interchange sidings off the Whimsey Branch of the Great Western Railway's Forest of Dean Branch was built at about this time. 2,344 tons of coal were produced in 1880, but the company was soon in financial difficulties and went into liquidation in 1882. A new company, the Haywood Colliery Co Ltd, was formed in 1886, but was wound up in 1888. The plant was auctioned off in 1890.

The "Haywood" gale continued to be worked from a number of pits and levels until well into the twentieth century, but the fatalities all occurred in the original mine (there are no dates or details of the accident involving Thomas Harris).



*Heywood tip (SO  
6553 1448)  
looking NNE*



*The line of  
Heywood  
Tramway (SO  
65424 14475)  
looking NE*



*More recent  
workings in  
Heywood (SO  
6545 1548)  
looking E*



*A closer look at  
the recent  
workings*

Photographs taken by Ron Beard, November 2005, and Robin Warren (more recent workings), March 2004.



## Holmes Level



<b>Fatal Accidents</b>					
<b>Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Councilor	William	08/08/1868			
Davis	William	17/10/1881	53	Collier	Fall of stone. The top was known to be bad, and the deceased was going to set a prop as soon as he had moved some coal.

There are a number of old levels to be found in the vicinity of where the above photograph was taken in October 2004 (SO 63166 04652) looking NW, including some late twentieth century workings. However, the one shown here is probably that which was working when the fatal accidents occurred.

Little is written specifically about the level, but Simeon Holmes, who had numerous mining interests, did have a loading wharf close to Norchard Colliery in the 1870s, which probably served this mine.



*Possible site of Holmes' loading wharf  
(SO6299 0458) January 2004*

Photographs taken by Ron Beard.

## Holt Pit

<b>Fatal Accidents</b>					
<b>Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Dean	William	14/07/1838	11		Had, according to a common custom, placed a stick in the wheel of the pulley to prevent its turning. Not performing its operation securely, the wheel commenced revolving and the stick struck the poor boy a blow on the head, which knocked him down into the pit, a depth of 80 yards.

It has not proved possible to find out anything about this pit. The most likely possibility is that it was situated in Buckholt Enclosure near Edge End.

## Hopewell Engine



Photograph taken by Ron Beard

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Thomas	James	26/05/1869	59	Collier	Fall of coal in stall.
Jones	Isaac	14/04/1890	42	Collier	While being drawn up the shaft (a depth of 22 yards) the rope broke and he fell to the bottom. Gross irregularities and recklessness were shown to have existed. The owner was found guilty of manslaughter before Mr. Justice Cave at the Gloucester Summer Assizes and was sentenced to three months imprisonment.

Hopewell Engine Colliery was one of many exploiting the "Hopewell" gales. There were collieries situated at various sites between Wimberry Slade and Clements End. Hopewell Engine was situated at Fetter Hill and its site is marked by disturbed ground, debris and a possible shaft (above photograph taken in December 2003 from SO 59705 08485, looking WNW).

There was a colliery here in 1836, when Thomas and James Bennett (presumably the lessees) applied to erect a steam engine at 'Hope-Well Pit', although the gale had been held by James and Robert Morrell since 1822. The pit was open in 1863, and a connection was made with the Severn and Wye Railway's Milkwall (later Coleford) Branch. Sidings at Fetter Hill, laid in 1875, served several collieries, including Hopewell Engine and Dark Hill. Like the latter, Hopewell presumably worked the Coleford High Delf Seam at the base of the Pennant Group (middle Upper Coal Measures). 4,331 tons of coal were produced in 1880. A dispute arose with the Severn and Wye Railway in 1889-90 over workings causing damage to the line. In 1909 the colliery was up for sale, and by 1913 it was owned by the Parkend Deep Navigation Collieries Co. Ltd, who used it simply to protect their other interests from flooding. It was transferred to the Mapelford Colliery Ltd in 1928, but it is uncertain if any more work was done.

## Hopewell in Wimberry



Photograph taken by Robin Warren, February 2005.

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Tomlins	John	16/11/1817		Coalminer	A large quantity of coals falling upon his head and body.
Ashton	Thomas	04/08/1852	25	Collier	Fall of coal whilst holing.
Jones	Victor	08/12/1921	30		Killed by the falling of 2 tons of stone from the roof whilst erecting timber to support suspect dangerous roof.

There are many mines in Wimberry Slade. The level shown above (SO 6009 1223) looking NE is probably that which dates back to the Teagues (see below).

Hopewell in Wimberry (or Wimbelow) Colliery was owned by James Teague in the 1790s, and was in the hands of Peter Teague in 1841, when about 25 tons of coal per day were being produced from the Coleford High Delf Seam of the Pennant Group via a level. The colliery was served by the Wimberry branch tramroad of the Severn and Wye Railway, built in about 1810. Production was 18,858 tons in 1856, but only 1,072 tons in 1888. It was still working in 1929, but probably closed soon after.

Thomas Ashton was recorded as having died in 1852 at 'Wimbrow Level'. John Tomlins was killed in 1817, when the mine name was simply given as 'Hopewell'.

## Hopewell Mapleford



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Kear	Thomas	14/01/1863	30	Collier	Working in the high delf he drove on the level leaving much of the upper coal above his head for some yards when suddenly a great fall took place and killed him on the spot. He should have cropped this top coal that is to say brought it down square to the face. Unusually good rock top over all.

Hopewell Mapleford is a name which may refer to any of several mines - Hopewell and Mapleford Engine mines have been located from Wimberry Slade to Clements End - the mine featured here was located in Bixslade, at a site which was worked intermittently until the 1980s.

The last to work the mine were Norman Ennis and Ray Ashley, who took over the level which had been opened by H Bounds. As well as exploiting new parts of the Coleford High Delf seam, they worked the small coal which had been left by previous owners. The earliest record of workings relate to 1841 when James and Robert Morrell of Oxford, as mortgagees, were in possession of a lease granted to Thomas Miles, a Free Miner in 1815. The output in 1841 was 4,320 tons.

The remains of this mine in Bixlade include a shallow trench, which was the former adit entrance, and a small tip which was also used for screening in the nineteen eighties.



*Norman Ennis at the former level entrance (SO 59948 10395) looking NE*



*Norman and Ray at work in the nineteen eighties*



*The screens*

Modern photograph taken by Ron Beard, May 2004. Other photographs from Norman Ennis

## Horse Engine



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Kear	John Thomas	18/06/1808	30	Collier	About 1 1/2 ton of earth and rubbish fell on his body.

Also known as Newman Shropshire, at least four pits are shown on Sopwith's 1835 map. Three pits are located near the Rising Sun pub at Moseley Green, and one about ¼ mile to the north. A drainage level is shown near Whitecroft.

The remains of this substantial colliery are difficult to identify specifically. The Independent and other mines had workings in very similar locations. The main photograph taken near Moseley Green (SO 63149 08622) is almost certainly a Horse Engine pit, as its position can be accurately located from Sopwith's map. The remaining photographs are less easy to confirm.

In 1935 the colliery was connected to the Severn & Wye Railway's tramroad near Parkend by the Birches branch tramroad. There were seven shareholders in 1841, and the mine seems to have been quite a large undertaking for its time. It worked coal in the Parkend High Delf seam of the Supra-Pennant Group (Upper Coal Measures). The Newman Shropshire gale was forfeited in 1886, but taken up in the early 20<sup>th</sup> century, Newman Shropshire No. 2 being part of Moseley Green United Collieries Ltd by 1924. It was last worked in 1926 and the gale was surrendered in 1931.

The fatality was in 1808, and the Horse Engine Pit named is most likely to be that shown by Sopwith.



*A pit which may have belonged to the Horse Engine at one time (SO 63229 08933)*



*Colliery waste tips in the vicinity of a Horse Engine pit at SO 63210 08947, looking SE*

Main photograph and pit taken by Tony Middleton, 2004. Waste tip by Ron Beard, September 2005.



## Howbeach



Photograph taken by John Sheraton, May 2003.

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hawkins	Thomas	07/10/1867	60	Collier	Injured by fall of roof 7th Oct. Died 25th.
Lea	George	20/08/1873	28	Collier	Fall of a bell from the roof.
Kerry	William	19/05/1880	26	Collier	Killed by the falling of rock from the roof in a roadway deceased was digging.
Brain	Thomas	22/01/1912	43	Collier	Deceased worked in a place 7.5 feet wide, in a seam of coal 2 feet 8 inches in thickness, having a hard sandstone roof full of joints and slips. He was sitting a few yards from the face while his marrow threw back some lying coal, when a stone 6 feet long, 5 feet wide at centre, and 3 feet thick at one end, tapering to a feather edge at the other, suddenly fell from the roof, reeling out four props. Deceased was dead when got out. The place had been well timbered with props carrying thick lids, and had been examined by the overman and reported safe three hours prior to the accident.
Whitson	Ernest	05/10/1920	41		Killed by falling down a shaft by the detachment of a kibble at the surface, causing him and kibble to fall to bottom of shaft. Deceased was lining the shaft with bricks after the shaft was enlarged, the result of inadequate signals to engineman.

Very few remains of Howbeach colliery are to be found. The main shaft of the mine was situated to the South of the Blakeney to Parkend road near Moseley Green. There are a few masonry blocks on an otherwise fairly level open area beside the road as seen above (SO 6388 0878) looking NE.

Howbeach was galed to Moses Teague in 1831. The colliery was also known as Howbeach (or Howbitch) Engine and Dr Teague's Pit. It had a rail connection from 1868 when the Forest of Dean Central Railway opened. However, development was slow and little coal appears to have been won until the 1890s. The 305 ft shaft passed through the Pennant Group (middle Upper Coal Measures) to prove the Yorkley (2 ft thick) and Coleford High Delf (3 ft 6 in.) Seams. About 40,000 tons were raised in 1893, but the colliery closed in 1895 owing to water problems and a depressed market. Some production seems to have occurred in the early 1920s, after which the colliery closed for good.

## Howbeach Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
James	James	18/07/1871	37	Collier	Crushed by the fall of a 1/2 ton 'welve'.

Some masonry and debris mark the site of Howbeach Level.

Howbeach (or Howbeech) Level is shown on Sopwith's map of 1835. It had a rail connection from 1868 when the Forest of Dean Central Railway from Awre Junction opened. By the 1870s Howbeach Iron Level was owned by Osman Barrett, who also owned Fairplay Iron Mine. However, it appears to have ceased production at about this time.



*Debris in the vicinity of Howbeach Level  
(SO 6460 0895)*

Photographs taken by Mike Bramwell, March 2004.

## Independent Pit



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Davies	Andrew	13/05/1872	47	Collier	Fall of coal.

Very little surface remains of the "numerous" Independent pit shafts are clearly visible today. The photograph shows an old shaft in the area of Birches Dingle (SO 6282 0782).

There was a tramroad branch of the Seven & Wye Railway to Birches Well and Independent Pits by about 1812. There are four Independent Pits shown east and northeast of Birches Pit on Sopwith's map of 1835. In 1841 a pumping engine at Edward Protheroe's Birches Well Pit was used to pump water from Moseley Green South Independence Pits 1 & 2. In 1840 Edward Protheroe (with Thomas and John Morse), owner of the Park End and New Fancy Collieries, also owned Independent Level Colliery (where the above fatality occurred). This worked the Parkend High Delf (or Lowery) Seam of the Supra-Pennant Group, and had an average output of about 2,800 tons of coal per year from 1841-6. However, it is not clear whether this was part of Independent Pit or a separate colliery. The Park End Collieries were taken over by the Park End Coal Co in 1857, but it is not known when Independent itself ceased production.



*Remains in  
Birches  
Dingle,  
looking WSW*



*Another  
view, looking  
S*

Photographs taken by Tony Middleton, February / March 2004.

## Ivy Moor Head



Photograph taken by Tony Middleton, February 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Kear	James	18/06/1810	22	Collier	Fell out of a coal cart whilst ascending in the pit.

Ivy Moor Head is marked by a capped shaft near Parkend (SO 61817 08110). In the coroner's notebook, the mine was recorded as 'Ivey Morse Head', but the assumption has been made that this was an error or misunderstanding.

There was a colliery here in 1810, when the Seven & Wye Railway's Ivy Moor Head branch tramroad was built. In 1827 Edward Protheroe applied for a licence to erect pumping and winding engines at 'Ivymoor' Head Pit. It was part of his Park End Colliery which, in 1840, also included Park End Main, Park End Royal, Birches Well and Brookhall Ditches Pits. In 1877 a 72-inch Cornish engine was installed at Park End Castlemain Pit to drain many of the Park End collieries, including Ivy Moor Head, which had previously used an ancient atmospheric engine. The Park End Collieries were taken over by the Park End Coal Co. in 1857. It is not known when Ivy Moor Head itself ceased production, but it was still active in 1877.

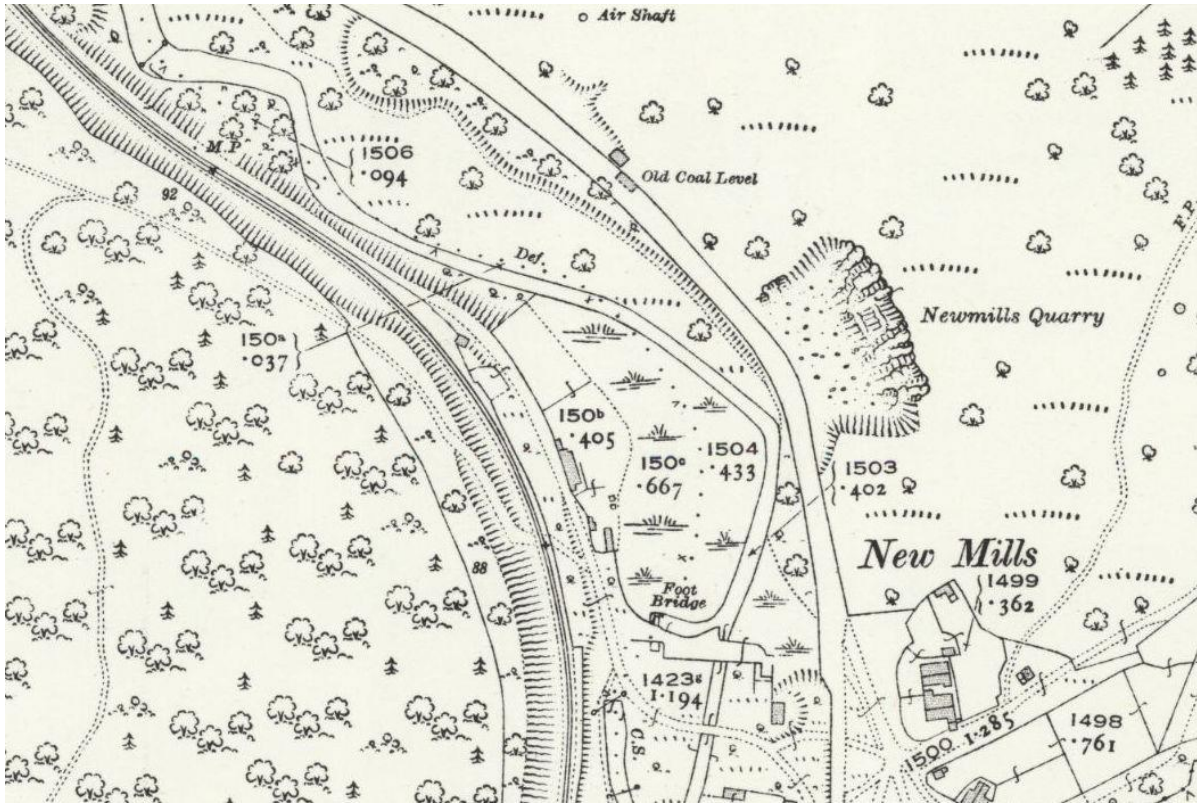
## Joymoore Engine House

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Carter	Samuel	03/03/1814	30	Collier	Fell down a flight of steps into the ashpit.

It appears that this accident occurred in the engine house of a pit known as Joymoore. However, we have been unable to locate this former mine. It is possible that this was an alternative name for Moorewood colliery, which was located near Joy's Green.

## Kidnalls Colliery or Dipple



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Kear	William	16/08/1864	20	Collier	A piece of coal fell from the side whilst he was filling a tram in the face of the main road. The overman was with him at the time and no danger was apparent or apprehend, however the coal burst suddenly off by a superincumbent pressure and killed him.
Hyett	Thomas	14/07/1873	42	Collier	On the 14 <sup>th</sup> July, deceased was working at about 9'30pm filling a hod, when some coal fell from the roof upon him. Deceased was suffering from a compound fracture of the wrist joint, which was operated upon by 'excising the injured bone'. Deceased was a man of injured constitution but went on well until 24 <sup>th</sup> July when pyaemia supervened. He died on 25 <sup>th</sup> July.

The precise location of Kidnalls mine could not be confirmed accurately, but Mindat (mindat.org) places Kidnalls Colliery at the location shown as 'Old Coal Level' on the 25inch 1904 OS map (above, courtesy National Library of Scotland). The location is very close to the 'possible loading bay' identified in the photograph below. The 1873 fatality was at a



mine described as 'Kiddalls Dipple'. It is probable that this was a misspelling and refers to the same mine.

In 1838, when it was up for sale by auction, Kidnalls Colliery consisted of two levels driven to the Yorkley Seam of the Pennant Group (Upper Coal Measures). It was adjacent to the Severn & Wye Railway, which provided access to Lydney Docks. The colliery was apparently still working in 1894, but little else is known.



*Possible  
loading bay  
site beside  
Lydney -  
Whitecroft  
Road (SO  
6284 0474)*

Photographs taken by Ron Beard, October (main), and March 2004

## Leechpool



Photograph taken by Robin Warren, March 2004

<b>Fatal Accidents</b>					
<b>Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Morgan	Matthew	17/07/1889	45	Collier	Deceased was tightening a wedge over a prop when some clod fell upon the back of his neck. Roof was unsafe unless well timbered as it was. Clod fell between props

There are signs of surface disturbance at the supposed site of Leechpool Colliery, about 200m southwest of Leechpool Cottage, where a shaft is marked on the 6-inch OS map. The photograph was taken at SO 622 041, looking NW.

It probably worked coal seams in the Trenchard and / or Pennant Groups, including the Coleford High Delf, but little else is known.

## Lightmoor Colliery



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Williams	Charles	11/10/1855	16	Collier	Skull fractured by handle of windlass which he ran against.
Niblett	John	20/07/1860	37	Horsekeeper	Not liking to wade through some water at the bottom he unhitched the cart and sat in it, the bond in the meanwhile ascending but on its redescent he hitched on one ring only and went about 30 yards and then got onto the guide rope to slide down it when the gamborine came on him and killed him. If he had remained in the ascending cart though 'tipped' he would have been safe.
Yemm	Richard	30/07/1860	26	Collier	Somebody had left the half flap up in the shaft which Yemm being acquainted with walked over the opposite flap and fell to the bottom. Died 13th. Aug.
Carter	Joseph	15/01/1863	23	Collier	Coming up with others there appears to have been a misunderstanding about signals. When at the top some of the men fearing they would go over the pulley, jumped out but the bond was lowered again and he, in attempting to scramble out was caught by the gamborine and thrown to the pit bottom more than 200 yards.
Clutterbuck	Jacob	22/10/1864	30	Collier	Injured by a heavy fall of roof in one of the 'Lowery' stalls occasioning such injury to the spine that after lingering 2 months he died 26th Dec. The place was well enough timbered but an undetected slip intervened and no doubt caused the fall.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Morgan	William	01/03/1865	32	Engineer	Fell down shaft 300 yards.
Chivers	Moses	10/12/1868	57	Fettler	Killed by falling down the shaft from the rocky vein to the bottom whilst clearing the plunger of mud. The stage on which he stood was small and insufficiently protected.
Lucas	James	10/04/1869	30	Collier	Fall of roof on 10th. Died 18th.
Byett	John	24/01/1870	46	Collier	Some stone fell from roof and knocked him against trolley cart which he was filling and so wounded him that he died next day.
Brain	John	17/11/1870	15	Stoker	Entangled in machinery and killed whilst oiling an engine which works the saw mill.
Hawkins	Charles	17/05/1872	15	Labourer	Fell off old enginehouse. Wall plate rotten.
Saunders	Henry	29/06/1872	20	Roadman	Fall of stone.
Brown	James	26/07/1874	40	Roadman	Fall of rubbish caused iron bar to strike him so severely. Died 27th.
Aplin	George	30/11/1874	22	Collier	Crushed by a fall of coal in a heading as a result of negligent removal of timber by deceased. Died 2nd Dec.
Herbert	Thomas	11/12/1875	53	Labourer	Crushed by trucks on surface. Died 23rd.
Williams	William	19/10/1880	32	Roadsman	Fall of roof.
Hale	Joseph	29/01/1881	20	Collier	Injured by a fall of stone in the Lowery vein and died January 23rd, 1881.
James	John	03/01/1883	61	Fetler	When riding in a cart over a parting it came in contact with another cart and he was thrown out on to his head. He continued working for a day or two but died on 21st. of compression of the brain.
Benfield	Joseph	29/06/1884	54	Collier	He was working in the Churchway High Delf seam, and the man with him noticed some stone and coal easing off from the face. He called five times to the deceased to come away, but he would not and when the fall took place he was killed.
Harris	John	14/09/1884	21	Collier	Run over by carts on an engine plane. Deceased and others were going to work down an engine road they knew the journey was coming to meet them, but it came upon them rather suddenly. A cross hole was close by and all got clear except Harris, who was run over and killed on the spot. The coroner's jury recommended that in future a lamp should be fixed on the first tram of each journey which has since been done.
Burford	Thomas	13/03/1885	27	Collier	This man was injured on the spine when pulling down stone coal in the High Delf seam on the 13th June 1884. He lingered until 12th March 1885, and then died.
Jenkins	James	26/10/1886	50	Collier	Injured by a horse and tram squeezing him against the side of the road. He died on the 28th.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Wellington	Samuel	24/11/1886	33	Collier	Fall of roof. A glassy joint in the roof caused the stone to fall it overbalanced two props which were standing under it.
Timms	Philip	02/07/1888	50	Collier	Killed by a fall of 3/4 ton of stone from a slip in the Lowery Vein when pulling coal.
Bendall	Jonah	04/09/1890	15	Doorboy	Crushed by a tram against the corner of a stall road into which he was driving off the straight horse road. Apparently he intended to ride in the train and must have stumbled in some way.
Wintle	Isaiah	06/09/1890	21	Haulier	Taking his horse into the workings for some trains it became restive and kicked him causing his death. He apparently must have been doing something to the animal which had worked in the mine for some years.
Jenkins	Thomas	12/02/1891	26	Collier	Fall of roof while getting down coal from the face. He and his comrade omitted to set props in time. This is a life thrown away through neglecting to set props where they were required.
Hopkins	Joseph	09/05/1893	68	Door minder	Run over by a journey of cart or trams on the engine plate where he was in charge of a door. He went to open the door on the approach of the journey but miscalculated its distance and did not close in time. The door was carried away and he was fatally injured.
Harris	Alfred	12/11/1897	28	Collier	Fall of coal and clod which he was getting down. He had removed the sprags and was standing back on the gob pinching it down with an iron bar; the bar slipped and caused him to tumble forward under the falling coal, which killed him.
Williams	James	26/01/1901	33	Shunter	Crushed between buffers when shunting wagons on the railway sidings.
Hall	William	14/05/1903	21	Collier	When holing in the Churchway High Delf seam he cut into an unseen slip which released the coal and caused it to burst over the sprags and injure him fatally. 'For a long time past no event has cast such a gloom over the neighbourhood as the sudden fatal accident to 'Billy' Hall of Cinderford footballing fame. Mr Hall died while working at Lightmoor Colliery, and had only attained his majority last March. His quiet, unassuming manner gained the respect and confidence of all with whom he came into contact. His rapid rise to the front as a footballer will be remembered as will the all too sudden end of a bright and promising career. So finished was his style of play that many admirers predicted county honours before he quit the game. Some 300 people, including 50 members of the football club attended the funeral on Monday evening.'

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Trafford	Thomas	22/12/1903	65	Pumpman	Wishing to see how the water stood in the sump he directly after the cage was taken up from the landing walked contrary to S.R.57; being a single engine and having failed to pass the centre the cage upon being let back crushed him.
Potter	Edward	28/01/1907	30	Collier	Fall of roof at the face, in the Twenty-inch Seam. He was in the act of setting a prop when the stone fell in an umbrella shape from a smooth surface, which could not be seen previously. The place was well timbered in the ordinary course.
Beddis	Sidney	05/09/1907	39	Stoker	Became entangled with the crank of the winding engine while engaged in oiling. He passed the fence and was oiling or about to do so in order not to stop the winding as should have been done. His brother was the engineman at the time.
Barton	Charles	18/09/1907	21	Collier	Fall of coal from face. It burst off just above a sprag the place appears to be well timbered.
Wicks	Arthur	20/05/1913	28	Collier	He was filling the loose stone from a shot in a bottom caunch into a tub when a stone, weighing some 3 to 4 cwt., fell out of the side next the roof from between a slippery joint and a fault-leader on to his neck and shoulders and killed him instantly. A shot had been fired in the bottom caunch a few minutes previously, and probably this caused the stone to fall.
Butt	Alfred	20/03/1915	42		Killed by the falling of 1 1/2 tons of clod which fell at the face of the Churchway high Delf Vein. Fractured both lower legs. Death due to embolism.
Evans	Henry	31/03/1919	48		Rupture of deep abdominal walls due to a fall of dirt in the 20 Inch Vein. Killed 31/3/1919.
Barnard	Alfred	16/07/1920	54		Haemorrhage into spinal chord the result of a fall of dirt in a roadway in the 20 Inch Vein.
Hardwick	Oliver	21/12/1920	62		Crushed against a 'goose' - water carrying tank and side of road in a wind road. Death due pneumonia.
Thomas	Francis	11/03/1925	60		Killed by the falling of 1/2 ton of dirt from the roof due to an unforeseen slip, whilst ripping in a stall road.
Cowmeadow	Basil	24/10/1933	15		Killed by the fall of 6 cwt of dirt from roof in a roadway. Deceased was riding in the cart against colliery rules. Cart knocked out 2 pieces of timber. Death due to dislocation of neck.
Merrett	Hubert	17/07/1936	59		Septicaemia due an inflammation of a head wound which caused fracture of skull.
Blewitt	Thomas	06/05/1938	52		Injured whilst knocking out a sprag at he coal face. A 15 cwt piece of clod fell from the roof causing a fracture of vertebrae of back.

The stone pumping engine house (now roofless), the last to survive in Dean, some offices, the tip and a pond remain, and the site is now used as a sawmill. The pre-1830s beam engine is preserved in the Dean Heritage Museum.

Lightmoor colliery worked several gales, of which the first was awarded to Moses Teague and William Crawshay in 1841. Work had begun previously in about 1832, and there were two shafts by 1835. Pumping and winding engines were working by 1841 and there were four shafts by 1854. Further expansion included deepening of the shafts (to 936 ft) and acquisition of adjacent gales, and the colliery became one of the largest in Dean, producing 86,508 tons in 1856 and 800-900 tons/day in 1906. 594 persons were employed underground, with 110 on the surface, in 1899. The colliery worked the top of the Upper Coal Measures (Supra-Pennant Group), which includes the Twenty Inch, Lowery, Starkey, Rocky and Churchway High Delf Seams, mainly household coal. Lightmoor had an early tramroad connection with the Forest of Dean Tramroad at Ruspidge, replaced by a private line to the Forest of Dean Branch near Cinderford in 1854; there was also a connection with the Severn and Wye Railway's mineral loop. In later years there were problems with water, leading to the purchase of Speech House Hill and (jointly with Foxes Bridge) Trafalgar Collieries. Closure came on 8th June 1940, and for a time the buildings were used for military purposes.



*The former  
engine house  
(SO 642 121)  
looking SE*

Photograph taken by John Sheraton, February 2001. Historic photograph from A Pope collection

## Lydbrook



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Jones	James	13/09/1892		Labourer	Part of a wooden gangway which he was engaged pulling down on the surface fell on him. In retreating from what he deemed the point of danger he actually walked into it.
Aston	Milson	02/11/1905	54	Repairer	Fall of side where he and another were engaged ripping at a flat place in No.2 Incline and where they had previously blasted. He was at the time barring down a small stone which proved to be the key to that which fell.
Ward	William	26/06/1907	47	Holer	Fall of roof on road where they were engaged repairing and setting timber. It was apparently brought about by a sudden side weight or crush which knocked out several pairs of timbers. It occurred in a rise cross measure drift where it had cut the seam of coal and where a pair of roads were being turned of it opposite to each other.

The photographs show old tips belonging to Lydbrook Colliery, most of which have now been levelled.

Lydbrook Colliery comprised three gales (Lydbrook Deep Level, Birchen Grove and Pluds'), the history of which are complex. Theophilus Creswick began work on Scotts and Lydbrook Deep Levels in 1862, and the Lydbrook Deep Level Collieries Co. Ltd, incorporating all three gales, was formed in 1866. The colliery exploited the Yorkley and Coleford High Delf



Seams in the Pennant Group (middle Upper Coal Measures). A siding on the Severn and Wye Railway's Lydbrook branch had been laid by 1877, and a bridge to carry coal tubs from the Deep Level over the railway to a loading point on the siding was constructed in 1885. A new shaft, Pluds', was sunk in 1892-3 and reached the Coleford High Delf Seam (4 ft thick) at a depth of 394 ft, but still it proved difficult to make the colliery pay. It had a number of owners and lessees between 1866 and 1912, finally being closed by the British Red Ash Collieries Co. Ltd in 1917.

A Lydbrook Deep level free mine was more recently worked by Mervyn Bradley.

The accident involving James Jones was recorded as taking place at Lydbrook Deep level, the other two were recorded only as Lydbrook.



*An old building associated with the colliery (SO 605 154) looking north*



*A distant view of the 'Deep level' site, looking E*



*Another view  
looking NW*



*The site of  
Lydbrook  
Deep level,  
looking NNE*

Photographs taken by Brian Gange, April 2004. Historic photograph from A Pope collection

## Moorewood



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hatton	Philip	02/01/1820	14	Coalminer	Killed whilst at work in a coalpit near Lydbrook.

The photographs show debris (SO 607 168) which may be connected with the former colliery at Moorwood (in the coroner's report the mine was called Moorewood). We have no other information about this mine.



Masonry at Moorwood, looking N

Photographs taken by Sylvia Mills, April 2004.

## Morse's Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
James	William	08/08/1868	26	Collier	Fall of stone from roof.

The gated stone drift entrance and tramway tracks are still in good condition, as can be seen in the main photograph (SO 64250 0860) looking SSW.

Morse's Level was driven by George Morse, a free miner of Yorkley, in about 1832 to work the Yorkley Seam of the Pennant Group. It was worked by the Blakeney and Forest of Dean Coal Co Ltd from 1864-1869, and Howbeach Collieries Co. Ltd in the 1920s. The level trends southwards for 900 yards in the Yorkley Seam, and then southeast to cut the Coleford High Delf Seam. It has recently (1990s) been worked as a free mine by Michael Howells, Phil Schwartz and John Hind, but is currently (2005) inactive.

## Moseley Green New Engine



Fatal Accidents						
Surname	Forename	Date	Age	Occupation	Cause	Mine
Hawkins	Thomas	18/08/1821	27	Coalminer	A large stone falling on the back part of his head.	New Engine Pit
Kerwood	Thomas	22/09/1821	47	Coalminer	A quantity of coal (about one ton weight) falling on his body.	New Engine Pit
Thomas	Henry	13/03/1865	40	Collier	The cage came down on him as he was crossing the pit bottom whilst the band was in motion and severely injured his spine. Lingered for many months before death ended his sufferings Jan 1866.	New Engine
Price	James	4/1/1867	13	Doorboy	He had finished his shift and had to cross the bottom of the shaft but owing to heavy falls of rain and melting snow the winding tank could barely keep the water under and the scaffold was consequently in the sump so he walked right in and was drowned. The hanger on was decidedly blameable in this case.	New Engine
Lucas	William	17/01/1901	32	Labourer	Fall of roof from a slip in his working place. It discharged 2 or 3 props which were under it.	Crown
Rodway	George	28/10/1902	40	Labourer	The pit being idle he was hitching stock coal at the level of the surface to be drawn up to the pit bank for screening and loading into railway trucks. He omitted to close the gate upon signalling the cage away and subsequently pushed a full tram into the pit and fell down with it.	Crown

The fatalities for Moseley Green New Engine are confusing. Our records show two fatalities at 'New Engine Pit', owned by Peter Teague: one in 1821 and another in 1822. No definite location for this mine has been found, but as the Teagues had a later interest in the Forest of Dean Central Railway, this points to Moseley Green. In 1865 and 66 there were two more fatalities at 'New Engine' owned by J F Corbett (Corbett was the owner of Moseley Green New Engine at this time, see below). There were also two fatalities at the 'Crown Pit', part of Moseley Green New Engine colliery.

Stone retaining walls, foundations and the remains of several brick buildings survive, as does the top of the large brick-lined Crown Shaft (in the trees about 150 yd east of the building remains). The site has recently been cleared and is one of the best remaining examples of a Forest Mine - main photograph taken September 2005 from SO 62968 08257, looking NE.

Moseley Green New Engine gales were granted to Henry Heath and Wiliam Kear in 1842-3, and there was a Brick Pit (on Newmanshropshire gale) here by 1855. These gales (plus Morgan's Folly Nos 1, 2, & 3 and Two Brothers) were in the hands of James Corbett by 1860. The early history of the colliery is uncertain, but it was connected to both the Birches and Kidnalls Mills branches of the Severn and Wye tramroad, and later (after 1874) to the S&WR's mineral loop via a siding. The period 1860 to 1895 was a chequered one, and by 1883 the colliery was idle. In 1895, when it was purchased by Messrs Johnson and Shepherd, it had two shafts and three steam winding engines working six gales. A new shaft (Crown Colliery) was sunk near Moseley Green Tunnel in 1900, but little work was done there after 1905. Crown Shaft was 285 ft deep (326 ft with the associated cross-cut) and proved coal seams down to the Brazilly in the Supra-Pennant Group (Upper Coal Measures). After several changes of ownership, the gales were transferred in 1915 to the Parkend Deep Navigation Collieries Co Ltd, owners of the nearby New Fancy Colliery, who installed a new electric winding engine.



*The colliery before recent clearance*



*Colliery building remains before clearance*



*Colliery walls (recent)*



*Crown Pit (SO 6315 0830)*

Main and recent photographs by Ron Beard, September 2005, others by Tony Middleton, March 2004

## Nag's Head



Photograph taken by Tony Middleton, March 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Morse	Isaac	22/03/1854		Collier	Fall of stone.

Nag's Head Colliery is presumed to have been in the vicinity of the Public House of the same name in Yorkley. There are no obvious remains of the mine but the photograph, looking ESE, shows some stonework and debris, which may have been associated with it.

The Nags Head gale was granted in 1846 to a free miner, John Beddis, to mine the Trenchard and overlying seams in the lower part of the Upper Coal Measures. In 1864 the Blakeney and Forest of Dean Coal Co. Ltd was formed to work Nags Head, together with Morses Level and Cockshoot Level Collieries. A siding off the Severn and Wye Railway near Norchard, which connected with a tramway from the colliery, was in use by 1879. The colliery company appears to have been in trouble by 1891, and the gale was forfeited the following year. The Dean Forest Navigation Coal and Fuel Co. then attempted to work it, but the gale was eventually surrendered to the Crown in 1903. The siding, which had probably been disused since about 1896, was later used by Norchard Colliery.



## Nelson



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hall	William	23/10/1858	72	Miner	Died whilst pushing empty cart.
Price	John	01/10/1859	17		Clothes got entangled in tram and he fell down the pit.
Hodges	Charles	16/04/1864	27	Haulier	He was bringing to the pit bottom a set of loaded tubs and was riding between two of them when his head came in contact with a collar of a pair of timbers and he was immediately killed. When I examined the colliery I certainly found the main road too low just at that place.
Harris	Aaron	07/11/1868	23	Collier	Fall of a portion of the roof partaking of the nature of a bell mould.
Brain	James	11/08/1869	56	Collier	Deceased was greasing the wheels of a coal train, and whilst lying across the track, the train moved and ran over him.
Thomey	William	12/04/1871	14	Hod boy	Going down the pit the band stopped and he thought he was at the bottom and stepped out and was killed. The boy should have been told he was not at the bottom.

The remains of Nelson Colliery are largely hidden among trees near the Northern United site. They consist of spoil heaps, masonry and some rather ominous looking openings which may lead to former shafts. The main photograph was taken from SO 634317 14969, looking north.

Although a licence to erect a steam engine at Nelson was granted in 1825, little work appears to have been done until about 1841, when shaft sinking reached 168 ft. Coal production was 6,388 tons in 1845 and 24,539 tons (the fifth highest in the Forest) in 1856. Tramroad

connections were made to both the Forest of Dean (later South Wales) and Severn and Wye Railways, and by 1856 the colliery had a broad-gauge connection. The colliery may have closed around 1865, although some work may have continued into the 1870s. Certainly by 1881 the gale was in the hands of the Bilson and Crump Meadow Collieries Co Ltd, who, with their successors, held it only to protect their Crump Meadow Colliery until that closed in 1929.



*Looking W*



*Looking S*



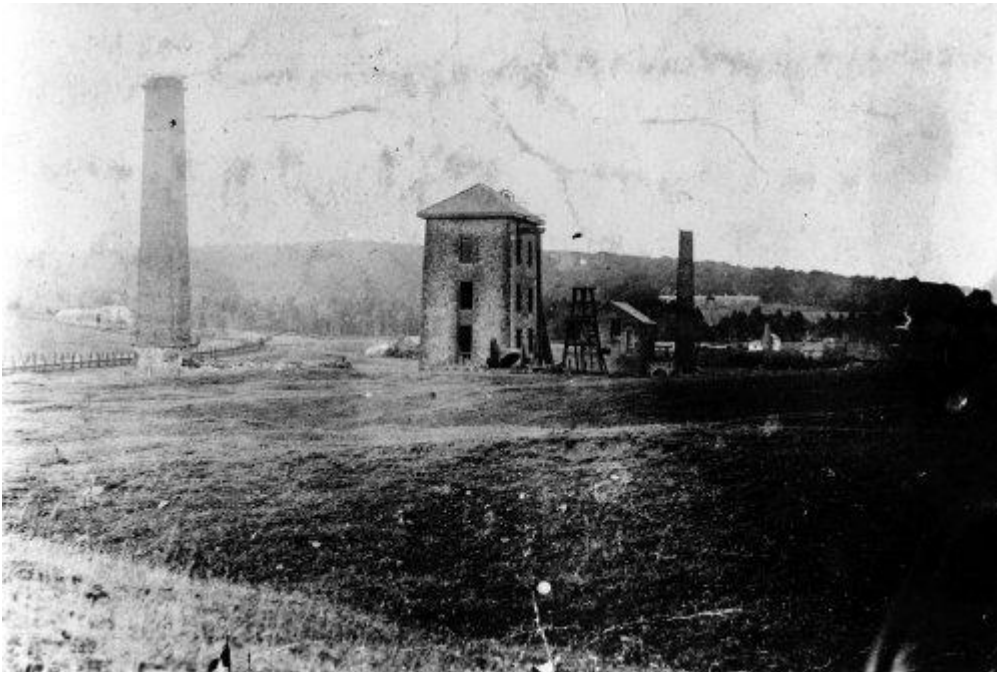
*Looking N*



*Looking NW*

Photographs taken by Brian Gange, April 2004

## New Bowson



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Griffiths	Henry	09/10/1866	29	Sinker	Whilst sinking with others in the bottom of the deep pit a piece of stone fell from a great height (flew off by superincumbent pressure) and injured his head he died that night. The pit was put through extensive old workings and was not as well cased as would have been wished.
Hooper	Edward	15/01/1868	30	Sinker	Drawn over the pulley there was probably some blunder in the signals.
Chivers	Isaiah	19/11/1879	40	Engine man	He had been assisting in changing a cage and slipped at the top and fell down the shaft. Local report says whilst talking to manager about packing of pipes in the shaft.

Some concrete and brick foundations survive, and a circular stone collar marks the site of the shaft (SO 6438 1512). There is an information board which is part of the Cinderford Linear Park (see below).

Although the Bowson deep gale was granted to Cornelius Walding in 1843, serious development was not begun until 1864, when the Great Western Deep Coal Co began sinking two shafts. The work, the first attempt at deep mining in the Forest, was hampered by a dispute with the owners of the nearby Winning Pits, accidents, constructional problems and finally water ingress. A second-hand, 85-inch Cornish beam pumping engine was installed in 1869, but did not prove successful. One shaft reached a depth of 865 ft, through the Supra-Pennant Group (with the Churchway High Delf Seam) to below the Yorkley Seam in the

Pennant Group (Upper Coal Measures), but little or no coal appears to have been won; nevertheless, sidings connected to the Churchway Branch of the Great Western Railway's Forest of Dean Branch were constructed.

In 1904, under the terms of the Dean Forest (Mines) Act, the New Bowson and East Dean Deep gales were to be amalgamated with the Holly Hill United and Richard Whites gales to form the Northern United deep gale. This was acquired by the Lydney and Crump Meadow Collieries Co. Ltd in 1907, but little work was done at New Bowson, and the site was ultimately abandoned in 1925. The Northern United gale was sold to Henry Crawshay & Co. Ltd in 1932, and this company went on to develop Northern United Colliery, a short distance to the northwest.



*New Bowson  
shaft, looking NW*



*Stonework by  
John Sheraton,  
looking SE*



*Stonework by  
John Sheraton,  
looking NE*



*Stonework,  
looking N*



*Notice board,  
looking W*

Photographs taken by Robin Warren, March 2004 and John Sheraton (where indicated), June 2002.

Historic photograph from A Pope collectio

## Newent



Photograph taken by Brian Gange, April 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
James	Albert	09/09/1879	23	Labourer	Killed by fall of stone while making room for an underground enginehouse.

There were several pits which worked the small Newent Coalfield. The most visible remains are west of Oxenhall, where overgrown tips and two shafts survive from an abortive venture in 1875-80. The photograph, looking south, shows the remains of a tip at SO 6990 2668. Other workings were at Bouldson, southwest of Newent.

## New Fancy



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
William	George	03/05/1862	35	Collier	Fall of a concealed bell mould.
Shovel	Joseph	11/11/1867			
Morgan	John	24/02/1870	72	Carpenter	Crushed by a coal tram, which having been repaired, was being lowered into its original position.
Price	George	24/06/1871	24	Collier	Fall of roof between two joints.
Everett	Thomas	26/07/1874	13	Haulier	Kicked under the chin by a Horse.
Howell	George	12/05/1877	15	Haulier	Crushed between two trams having leaned forward to unhitch, forgetting there was a stationary load near to him..
Turner	Charles	26/11/1884	19	Collier	Crushed by the fall of clod in a stall in the Starkey vein.
Webb	Joseph	12/06/1888	55	Pitman	Engaged in an underground staple pit getting out pump rods his foot slipped from the pump flange or byatt upon which he was standing and he fell about 20 yards into the sump.
Hale	Samuel	27/02/1889	17	Collier	While holing at the face a fall of roof occurred from an unseen slant.
Saunders	William	30/10/1897	47	Repairer	Fall of rock roof in the Starkey vein in a roadway where he was filling a tram of rubbish which had been thrown back from a wind road. The place apparently took a sudden weight. Resulted in fracture of left leg which was amputated but he collapsed and died afterwards.
Beddis	William	10/08/1898	59	Hitcher	A piece of coal from the trams which were being banked at the surface fell down the shaft and



## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					passing between the top of the cage and the scaffolding above him struck his head when he was taking the empty trams from the cage at the bottom. He died on the 12th.
Ruck	Thomas	12/07/1899	28	Hodder	In consequence of the winding rope climbing the trough of the pulley the cage in which he and three others were ascending dropped back a about six feet jerking him out and causing him to fall about 280 the bottom of the shaft.
Phipps	George	28/08/1901	44	Collier	Fall of roof from slips in his working place (coroner - Starkey Vein). He was holing at the time and the place was apparently well timbered and probably a sudden weight caused the slip to liberate the stone which fell.
Hyett	Frederick	26/03/1905	45		Death due to swallowing a large quantity of sheep dip due to a state of insanity brought on as a result of a blow to his head in New Fancy colliery in February 1905.
Adams	Rowland	08/08/1922			Killed by the falling of 15 cwt of roof the result of a hidden slip.

The stone retaining wall of the screens, part of the associated sidings, a chimney base and a capped shaft survive, while the landscaped tip is a scenic viewpoint. The main photograph is of the capped shaft at SO 6264 0968, looking NNW.

John and then Edward Protheroe appear to have had interests in the New Fancy gale since the early 1800s, and it was certainly being worked by the latter in 1840 through the Parkend gale. Shaft sinking at New Fancy began in about 1852, and 250 tons/day of coal were being produced by 1860. From about 1888 coal from the Parkend gale was raised through New Fancy. The colliery worked the top part of the Upper Coal Measures (Supra-Pennant Group), but the seams are generally thin, only the Parkend High Delf (at a depth of 861 ft) reaching 3 ft. Because of this, compressed-air coal cutters were introduced as early as 1884, one of the first such installations in the west of England. Electric pumping, haulage and coal cutting equipment was installed in 1914. Production of coal was about 500 tons / day in 1906, and there were 694 employees in 1922. New Fancy was connected to the Severn and Wye Railway's Kidnall's Mill branch in 1859, and a competing branch of the Forest of Dean Central Railway was completed in 1869; however, traffic was soon diverted onto the Severn and Wye's mineral loop, which opened in 1872. The output of New Fancy steadily declined until closure in August 1944.



*Site of screens,  
looking N*

Main photograph taken by Ron Beard, September 2004. Screens by John Shulston, January 2000

## New Road Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
White	Howard	05/04/1963	47		Killed by the falling of a lump of clod from the roof due to wetness causing timber support to slip out. Died 5/4/1963.

Today the levels form part of the Hopewell Colliery Museum, and work continues by Robin Morgan in order to exploit the coal that was mined in recent years from the Phoenix Mine. The main photograph shows the working entrance to the level (SO 6047 1137) looking WSW.

New Road Nos 1 and 2 Levels worked the Yorkley Seam of the Pennant Group. 1,154 tons of coal were produced in 1880.



*Level  
entrance,  
looking WSW*



*Old boiler  
used as a  
rest room,  
looking SE*

Photographs taken by Ron Beard and Robin Warren (rest room), March 2004

## New Roberts Folly

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Matthews	James	08/12/1890	54	Collier	Fall of roof in the 20 inch seam from slips between props and the face.

New Roberts Folly was a mine working the Roberts Folly Gale. There are no surface remains of the colliery, and, according to John Harvey (Deputy Gaveller), any remains are likely to be beneath the Northern United tip.

Roberts Folly gale was granted to Henry Roberts in 1843 to get coal from the Twenty Inch Seam of the Supra-Pennant Group, but it appears to have already been well worked over (hence the name) and was surrendered in 1848. By 1861 it was in the hands of Thomas and Cornelius Brain, but was forfeited to the Crown in 1882 for non-working. In 1889 it was re-granted to Richard Hale as New Roberts Folly, and then passed through a number of owners, who seemingly had little success, until the Meadow Cliff Colliery Co. Ltd was formed in 1915. This colliery worked both the Crow Delf and Twenty Inch Seams, but the company was wound up in 1927.

## Norchard



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hyatt	Henry	22/04/1853	18	Banksman	Fell down pit.
Kear	Richard	13/10/1889	63	Collier	Coal which he had previously been trying to get down fell suddenly from the face and caught him.
Fisher	Charles	10/03/1899	42	Labourer	Fall of roof in an old level where he was engaged stowing rubbish. Coroner - Suffocation, the result of a fall of rock and dirt in the Trenchard Vein in which a new road was being driven.
Willets	Joseph	17/12/1901	18	Collier	Fall of roof near the face of a stall where he and an experienced timberman had been sent to do some repairs. The fall was a large one and carried away some timbers which were under part of the stone.
Shingle	Richard	08/10/1902	22	Collier	The two men were killed by a fall of rock (about five tons) while working in their place. The place had been examined about 1.5 hours before the accident and is said to have been thought safe. Owing to unseen slips this roof requires more regular and closer timbering although a strong rock roof. 2 killed.
Phipps	William	08/10/1902	30	Collier	The two men were killed by a fall of rock (about five tons) while working in their place. The place had been examined about 1.5 hours before the accident and is said to have been thought safe. Owing to unseen slips this roof requires more regular and closer timbering although a strong rock roof. 2 killed.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hancock	George	11/10/1902	19	Collier	When turning a new place off a level part of the overhanging coal fell and crushed him. This accident was due to expecting props to support the sides instead of sprags the prop on being struck sideways was easily knocked out and whereupon the coal fell.
Kear	Edward	08/09/1910	38	Underground pumpman	He was travelling along an endless rope haulage road, when he was caught between the end of a full tub and the timber set at a corner of a refuge hole. The refuge holes were from nine to ten yards apart and were whitewashed. Presumably he had delayed too long before getting into one.
Powell	Elias	20/08/1912	17	Filler and Trammer	A pillar of coal was being worked out from the goaf side, the roof over the goaf being upstanding and supported by props, when suddenly the roof over an area measuring approximately 24 by 16 yards fell, and part of it caught and pinned deceased to the ground. Efforts were at once made to release him, but he was killed by a second fall which occurred shortly after the first.
Willetts	Ernest	21/10/1913	42	Mason	Four empty trucks were being hauled towards the screens by an open-ended rope attached to the coupling hook of the leading wagon and worked by a stationary engine, the speed being about 1.5 miles per hour. Deceased walked in front of the first wagon between the right-hand buffer and the rope in readiness to detach the rope when the wagons reached a part of the road dipping 1 in 60. When the trucks reached a point from which they were able to gravitate onwards, the engine was stopped, the trucks overran the slack rope which formed a bight round deceased's body, and in attempting to get out under the buffer he either tripped on the rail or was drawn down by the rope, and the front right wheel of the truck passed over his right leg below the knee. He succumbed to his injuries at the hospital three hours later.
Ackers	Noel	08/07/1914	33	Timberer	Deceased was engaged with two others in cleansing a brow, gradient 1 in 12. The material was loaded in trams and lowered on to the main haulage road. The brow formed a connection between the intake and the return, and was fitted with two brattice sheets and a door. The custom was for one man to go down the brow to attend to the sheets and door, and another to lower the tram. At the time when the accident occurred, deceased was sent down to attend to the sheets. He was seen to arrange the first sheet and proceed to the second. One of the other men stated that he placed an iron sprag 2 feet long in the wheels, and then pushed the tram away. When it had

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					travelled a few yards, he saw the sprag fall out and shouted to deceased, who, however, was overtaken by the tram and pinned against the door. His pelvis was fractured and urethra ruptured. He succumbed to his injuries in the Infirmary two days later.
Angles	Charles	25/06/1915			
Mayall	Arthur	07/08/1924	23		Death due to shock from multiple fractures & internal haemorrhage due being struck by a steel cable on a haulage engine when a pinion wheel on a motion shaft fractured. Date of accident 06/08/1924
Harper	Edward	12/10/1927	39		Killed by the falling of 6 ton of stone from the roof He died from fractured skull and dislocation of neck. Fall due to 2 carts becoming derailed & hitting out timber in roadway.
Turner	Wilfred	08/02/1928	21		Killed by a runaway tram on an inclined road accidentally released from a stop block at the top & hitting him whilst he was at the bottom . Death due to fractured skull, dislocated neck.
Lodge	Albert	27/04/1928			Inflammation of bladder & kidneys & crushed vertebrae due a fall of coal caused by the slipping of a sprag at the face.
Kear	Thomas	04/04/1929	41		Killed by the falling of 15 cwt of coal & clod from the face owing to a black slip causing coal to break away.
Adams	Arthur	27/06/1930			Died from a fractured skull brought about by being crushed by a derailed tram at the dipple entrance.
Pettiford	Cyril	23/04/1931	30		Killed by the falling of a stone weighing 2 tons from the roof of an old haulage house. Stone & cap of timber fell out striking him. Fractured pelvis & spine.
Norris	Alfred	05/03/1932	16	Assistant pump boy	He was sent to work a underground pumping engine alone, 1000 yards away from anyone else. He got over the safety guarding and attempted to oil the engine whilst it was in motion and was dragged into the gearing. He sustained severe lacerations to the skin on the lower LH chest, 4 broken ribs of which 2 punctured his lung, LH shoulder blade fractured and the neck of the "right arm bone" being broken. He was in this position for about 2 hours before being found at about 5 a.m. and was released from the gearing. He died later that day in the Lydney Hospital.
Teague	Thomas	12/09/1935	63		Fractured skull ,ribs, back by the falling of a stone weighing 8 tons from the roof of a road way whilst he was driving roadway.
James	William	18/10/1940	48		Killed by the falling of 50 lb of clod from the roof. death due to fractured spine.



## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Liddington	Fredrick	22/11/1945	49		Killed by a massive fall of rock whilst withdrawing cogs from the cob. Death due to fracture of skull.
Mills	Henry	12/11/1953	53		Fracture of skull due to the falling of clod & dirt weighing 25 cwt from the roof whilst coal boring.

The site of Norchard Colliery is now used by the Dean Forest Railway (SO 6287 0428). There are some remnants of the level entrance and there is a large outflow of water from the old workings.

Coal has been worked in this area since at least 1282, and a level existed in 1810, when it formed part of an ironworks complex leased by the Pidocks. By 1842 coal was probably being worked through the nearby Norchard Pit. The colliery was unique in Dean as it was situated under the Lydney Park Estate, rather than Crown land. It worked the lower part of the Upper Coal Measures (Pennant and Trenchard Groups), the Trenchard Seam averaging 4 ft 6 in. thick. Sidings connected to the Severn and Wye Railway were constructed in 1873 and 1879, and a loop and screens were added in 1906. The West Gloucestershire Power Company built a power station alongside the colliery in 1923, coal being supplied direct by overhead conveyer belt. The Park Colliery Co., formed in 1912, owned several other gales, including Pillowell United, and coal from the latter area was being worked through Norchard by 1924. However, pump failures in this area led to water bursting into Princess Royal Colliery in 1925, and in 1930, after a lengthy legal battle, a controlling interest was obtained in Norchard by the Princess Royal Co. By 1936 most coal production was concentrated in the Pillowell section, and a new slanting heading (New Norchard) was therefore opened to the surface at Pillowell the following year. New sidings and screens were built there and coal taken to Norchard via the Severn and Wye's mineral loop. At its peak the colliery produced 1800-2000 tons of coal per week, but up to 38 tons of water had to be pumped for each ton of coal. By 1957 the workings east of Norchard had reached thin coals and the decision was taken to close the pit; the power station closed in 1968. Today the site is the headquarters of the Dean Forest Railway.



*Site of Norchard level, looking south*



A closer view of the collapsed level entrance



Water gushing from the old workings



Richard Shingle, killed in 1902



The family of Henry Mills who was killed in 1953

Recent photographs by John Precious, taken January 2004. Main photograph from A Pope collection.

## Northern United



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Roberts	John	21/05/1936	50		Killed by the falling of 3 cwt of dirt from the roof of the face. Death due to internal haemorrhage and fracturing of nearly all his ribs.
Adams	Charles	26/11/1942	56		Killed after the falling of 2 cwt of coal fell knocking out a prop which struck Adams fracturing skull.
Meek	Maurice	21/12/1942	41		Killed after giving order for sprag to be knocked away on face. Fall of coal occurred which was far bigger than anticipated crushing him against a prop. Death due to shock.
Yemm	Thomas	28/07/1943	58		Died of abdominal injuries caused by riding in a truck.
Mason	Charles	13/12/1945	59		Killed by the falling rock and a cap from the roof whilst using a 'Sylvester' to pull a ring from a roadway using a setting as anchor for Sylvester. Timber setting pulled out instead causing fall of roof.
Jones	Leslie	04/05/1951	45		Killed by the falling of a 15 cwt bell of stone which fell from the roof whilst moving the conveyor at the face where he worked.
Smart	Rowland	10/12/1952	46		Died of shock & heart failure after being struck by 2 falls of clod from the roof. 1st fall pinned to ground & 2nd fall 2 tons killed him.
Powell	Alfred	04/09/1963	36		Killed by the falling of 30 cwt of rock which fell from the roof whilst he was testing it after shot firing. He received spinal & kidney injuries and broken ribs.

Many of the colliery buildings (mostly brick), including the pithead baths, survive in a derelict condition. The tip is now largely landscaped and planted with conifers. A monument has been erected on the site of the main shaft.

Northern United was the last deep gale to be developed, after it had been purchased from the Lydney and Crump Meadow Collieries Co. Ltd by Henry Crawshay and Co. Ltd. The colliery provided employment for men from the previously closed Crump Meadow and Foxes Bridge Collieries. Sinking of the main shaft began in May 1933 after two shafts of the old Hawkwell Colliery were re-opened to provide ventilation and an emergency exit. The new shaft reached the Coleford High Delf Seam, here 7 ft thick, in the Pennant Group (middle Upper Coal Measures) at a depth of 696 ft. Electric power was used throughout the pit. In 1935 screens were erected and sidings, connected to the Churchway Branch of the Great Western Railway's Forest of Dean Branch, came into use; about 450 tons coal per week were being raised. Many problems were experienced, including low production quotas, absenteeism and bad roof conditions, and the colliery was rarely profitable. Things were no better in NCB days, and 1960 was the only year in which a profit was made. The colliery closed on Christmas Day 1965, marking the end of deep mining in the Forest. Attempts were made to wash the tip for coal in 1994, but this was abandoned as the tip had burnt.



*Les Jones, killed in 1951*



*Rowland Smart, killed in 1952*



*John Henry  
Roberts, killed in  
1936*



*The pithead baths  
and forested tip  
(SO 6355 1549)  
looking NW*

Photograph of baths taken by John Sheraton, April 2002. Historic photograph from A Pope collection

## Oaken and Churchway No 2



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Rivers	Arthur	28/10/1926	18		Killed by the collapsing of an illegal 'strike' hole whilst digging for coal in the Wet Wood, Cannop during Miners' Strike. He was from Brithdir, Glamorganshire.

Oaken and Churchway No 2 is a gale name rather than a mine name. From the account of the accident, the working where the accident occurred was one of many that were operated illegally during the 1926 strike. These were often shallow excavations to gain coal from the surface. Consequently the location of the accident may be unrelated to the mines in the area which operated legally. The gale covered a long strip of land to the eastern side of the Cannop / Parkend Road. The main photograph shows the entrance to Oaken Level (SO 6114 0887) looking east. The other photographs show the remains of workings at SO 6124 0939, where the galee was Soloman (sic) Jones and the colliery was locally known as 'Soloman's Mine'.

Oaken Level (SO 611 089) was granted to Aaron Hale in 1821, and Churchway Level (near SO 609 096) to Benjamin Gwilliam in 1831. Both gales were awarded to John Matthewman in 1841, and 1,607 tons of coal were produced in 1846. By 1859 the colliery belonged to John Nash and William Henderson. The workings were abandoned in 1874 and the gale forfeited in 1878. At about this time the colliery consisted of Oaken Level and Oaken Slope below White Lea Pits to the north. Oaken Level runs eastwards and cuts all seams in the Supra-Pennant Group from the Brazilly to the Upper Lowery. The gale was granted to a committee

of free miners led by John Morgan in 1906, but passed through several hands thereafter. It is recorded as having “not worked for some years” in 1944.



*General view  
of the  
Soloman's  
Mine  
workings,  
looking east*



*A closer view  
of some  
remains, also  
looking east*

Photographs taken by Ron Beard, February 2004



## Oldcroft



Photograph taken by Mike Bramwell, March 2004

<b>Fatal Accidents</b>					
<b>Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Powell	Albert	24/02/1877	15	Labourer	Killed whilst running an empty cart with too much violence, which took him over the stop and caused him to fall down the shaft.
Parry	Thomas	09/07/1924	36		Fractured skull & crushed pelvis the result of a 30 cwt fall of roof, the result of a hidden slip.

There are no obvious surface remains of Oldcroft colliery. The above photograph was taken in the general vicinity (SO 6428 0683).

Old Croft was galed to William Morgan and John Jordan in 1844 to work the Coleford High Delf and overlying seams in the Pennant Group (Upper Coal Measures) via a level. Four years later they were given notice to cease coking near the pit because of damage to trees. The colliery was still working in 1880, although production totalled only 15 tons that year, and there was at least one shaft. The date of the accident indicates that the mine was working in 1924.

## Old Furnace Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Teague	George	27/10/1860	37	Overman	Suffocated by carbonic acid gas whilst superintending and assisting others to open out into some old workings.

Today, part of Old Furnace Level is used by Hopewell Colliery Museum for underground tours, for which it forms the exit.

Old Furnace Level is shown on Sopwith's 1835 map in the Cannop Valley at the bottom of Howlers Slade, whereas the 1894 map of coal and iron gales shows a colliery a little way up Howlers Slade. The main photograph shows the entrance (SO 605 115) looking west. The colliery had connections with Wimberry Colliery, and their histories are intertwined. Wimberry Colliery worked the 'Old Furnace Gale' and was leased to David Mushet in 1821. In 1847 Mushet died and his interests passed to his sons, William and Robert. In 1855 they applied to the Crown for permission to sink a pit and establish a colliery at Old Furnace, and this was partially opened by a level in Howlers Slade. It was connected to a branch of the Severn & Wye Railway and worked the Coleford High Delf Seam of the Pennant Group. The mine passed to Trotter, Thomas and Co, who were the owners when the fatal accident occurred. Old Furnace Level was disused by 1890, but was re-galed to a committee of 160 Free Miners, led by Benjamin Cooper, who formed the Wimberry Colliery Co in 1891. Problems with water and near-exhaustion of coal reserves led to the colliery

being sold to the Cannop Colliery Co Ltd, who then used the Wimberry shaft for ventilation, in 1908.



*The interior of the Old Furnace Level*



*Another view of the interior, near its exit*

Photographs taken by Ron Beard, June 2004

## Park Hill



Photograph taken by Geoff Waygood, February 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Philips	Charles	10/11/1883	40	Collier	Injured by a fall of roof and died 5th. It transpired at the inquest that the workings had not been examined and the owner and bailiff were subsequently prosecuted

There is still a well preserved stone entrance to the mine as seen in the above photograph (SO 61650 05770) looking SW.

Unusual in the fact that it has been used for both the mining of coal and iron, Parkhill (or Fryers) Level was a free drainage level driven in 1856 to exploit coal seams (Yorkley, Whittington, Coleford High Delf and Trenchard) in the Trenchard and Pennant Groups of the Upper Coal Measures. The level was abandoned in 1899, but re-opened in 1912 in an attempt to drain mines on the western side of the Forest; it was finally abandoned in 1921. The cross-measure extends for about 3700 ft in a west-southwesterly direction into the Whitehead Limestone, and the 4000 ft-long level follows the Crease Limestone to the northwest. However, only a little iron ore was produced, the mineralisation failing with depth. An attempt to re-open the level for coal in 1989 met with little success.

## Parkend



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause	Mine
Morgan		01/01/1840			On Thursday night a boy named Morgan was being wound up, but fell out of the back of the cart and was dashed to atoms.	Castle Rag
Bayliss	Thomas	18/03/1854	74	Engine man	Fell from stage down pit.	Parkend
Denning	William	23/02/1855	15	Collier	Breaking of guide chain. The chains had frequently broke before. Two killed. At subsequent inquest the mines inspector commented on the poor condition of the chains and considered that the blame for the accident 'rests chiefly on the manager of the works'.	Parkend
James	Christopher	23/02/1855	30	Collier	Breaking of guide chain. The chains had frequently broke before. Two killed. At subsequent inquest the mines inspector commented on the poor condition of the chains and considered that the blame for the accident 'rests chiefly on the manager of the works'.	Parkend
Young	Philip	02/05/1859	26	Collier	Fall of stone over the coal.	Parkend
Somers	Thomas	23/07/1862	30	Collier	Fall of roof occasioning such injuries as to cause his death on 23rd Aug.	Parkend
Philips	Richard	21/09/1867	21	Collier	Killed by fall of roof.	Parkend

Fatal Accidents						
Surname	Forename	Date	Age	Occupation	Cause	Mine
Smith	David	15/11/1867	14	Driver	He was hitching a horse when the animal swerved suddenly and pressed him against the tram with such force as to occasion injuries sufficient to bring about his death shortly after.	Parkend
Kear	Luke	21/02/1870	14	Doorboy	Thrown out of cart in which he was riding and then run over and crushed by it and the rib side of the road.	Parkend
Beddis	James	07/02/1877	30	Pumpman	Crushed by falling from a scaffold 300 ft down a pumping shaft when putting in new guides, probably due to giddiness.	Castlemain
Wintle	George	21/11/1892	41	Pitman	While with a comrade (William Watkins) examining the shaft and pit work in a hoppet or kibble he upset the paraffin oil from a torch lamp which he was using resulting in him being burnt severely. He then fell to the bottom about 60 yds. Paraffin in such lamp and especially for such purpose is both unsuitable and dangerous.	Castle Rag Pit
Hart	John	24/05/1899	47	Collier	Fall of coal from a blind slip at working face of Coleford High Delf in consequence of being insufficiently spragged.	Navigation

Parkend Colliery was a complex collection of mines and shafts including Brookhall Ditches, Burches Pit, Castlemain (also known as Castle Rag), Ivy Moor Head, Navigation, Parkend Royal and Standfast.

Brookhall Ditches, Burches Pit and Ivy Moor Head have their own pages, but the others are included here. The names of the pits in the accident records are shown. There are a few remnants of some of the workings, and the forested tips can still be seen.

Edward Protheroe was one of the biggest coal owners in the Parkend area, having interests in the Parkend gale from around 1820 until his death in 1857. By 1827 his pits included Park End Main, Park End Royal and Castlemain, as well as New Fancy, a mile to the northeast; the gales comprised Catch Can, Independent Level and New Fancy. Production from the Parkend pits was 31,364 tons of coal in 1841, 57,266 tons in 1845, and 86,973 tons in 1856, the latter being the highest in Dean that year. The pits closed in 1880 following a slump in the coal trade, but under the management of Thomas Deakin they were soon prosperous again. Working was integrated with that of New Fancy Colliery, the combined output averaging 80,000 tons/year in the 1880s. A rail connection was made in 1887 by extending the Furnace branch of the Parkend ironworks (the Parkend Royal branch), which joined the Severn and Wye Railway near Coleford Junction. Parkend had one pumping shaft (Castlemain, 476 ft deep) and two other shafts (Parkend Royal, the deeper being 590 ft). Pumping was carried out by a 72-inch Cornish engine, installed in 1877. The workings were in the top part of the

Upper Coal Measures (Supra-Pennant Group), which includes the 3 ft-thick Parkend High Delf Seam. Although Parkend itself ceased to produce coal in 1929, it remained connected underground to New Fancy to provide an emergency exit, with Castlemain shaft used for pumping and ventilation, until final closure in 1944.



*The site of  
Parkend  
Royal shaft  
(SO 6228  
0822)  
looking SE*



*Remnants of  
engine  
mountings  
for the  
Castlemain  
shaft (SO  
6198 0805)  
looking south*

Photographs taken by Tony Middleton, Jan / Feb 2004. Historic photograph from A Pope collection

## Peglar's Drift



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Elsmore	James	08/07/1861	36		Killed at a coalpit in Newland Parish
Crote	Henry	03/04/1912	19	Collier	He was employed to fill and tram the coal, hewed by another collier. He was shovelling the coal hewed in the nicking on the right side of the place, when a fall of roof took place, fracturing his skull. The piece of roof which fell was shaped like the quarter of a sphere, the curved side which formed its top having a slippery surface; under it a prop and headtree had been set, but they were too far in front of the centre of gravity.

Not a great deal is known about Peglar's Drift, except that disturbed ground alongside the Oakwood tramway shows where the mine was originally sited. These remains are shown in the above photograph (SO 59488 06603) looking NNE. James Elsmore was the son of William Elsmore who was awarded the Lass-of-the-mill-gale in 1842 to mine coal from the Coleford High Delf Seam, and it was probably at this mine that James was killed. The mine was described as a level situate at a place called the Quabbs on the east side of and near to Noxon Park. This gale was later awarded to T Peglar. It therefore seems likely that Peglar's Drift was the same mine as Lass-of-the-mill.





*A closer view  
of the  
remains*

Main photograph taken by Marina Lambert, other by Ron Beard, January 2004

## Pillowwell Level



Photograph taken by Tony Middleton, March 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
James	Hiram	25/09/1880	31	Collier	Crushed by the falling of coal in a heading.
Willets	John	04/12/1888	51	Examiner	Asphyxiated by carbonic oxide gas or white damp resulting from boiler fires underground. The top of the upcast shaft was so contracted that the smoke and products of combustion overpowered the ventilating current (which was at that time affected by a fall of water in the shaft) and accumulated in the mine. 3 killed.
Evans	Thomas	04/12/1888	26	Engine man	Asphyxiated by carbonic oxide gas or white damp resulting from boiler fires underground. The top of the upcast shaft was so contracted that the smoke and products of combustion overpowered the ventilating current (which was at that time affected by a fall of water in the shaft) and accumulated in the mine. 3 killed.
Holmes	John	04/12/1888	28	Undermanager	Asphyxiated by carbonic oxide gas or white damp resulting from boiler fires underground. The top of the upcast shaft was so contracted that the smoke and products of combustion overpowered the ventilating current (which was at that time affected by a fall of water in the shaft) and accumulated in the mine. 3 killed.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Ruck	William	10/09/1890	15	Trammer	Crushed on a siding at the bottom of an engine plane by a runaway tram due to the breakage of a coupling link.
Morse	Samuel	12/09/1890	53	Repairer	When taking some full tubs of rubbish up the engine plane he appears to have been riding in them and was crushed against the roof. No person knowing the road as he should have done would think of riding on a full tram in it.
Morse	Hubert	03/06/1944	58		Killed by a massive fall of rock whilst withdrawing cogs from the cob. Death due to fracture of skull.
Jones	William	22/04/1947	41		Killed by the falling of a roof over 200 tons whilst boring shotholes at the face.

The site of Pillowell Level now shows no sign of the presence of the old colliery. The photograph above (SO 6244 0646) looking west, was taken near its site.

Pillowell Level was in existence by 1832, and was being worked by James and Robert Morrell in 1841. It exploited coal seams in the Pennant Group, including the Yorkley, Whittington and Coleford High Delf, the latter being worked by means of cross levels. It also acted as a drainage adit and access point for collieries in nearby gales. A tramroad connection with the Severn and Wye Railway was built in 1856, replaced by a broad-gauge line in 1869, and the colliery was served by sidings when the standard-gauge S&WR mineral loop opened in 1872. In June 1898 the colliery and its equipment was put up for auction, and it was in the hands of the Wallsend Colliery Co. by 1907, who seem to have done further work. In 1937 Norchard Colliery opened a new slanting heading to the surface at Pillowell.

## Pluckpenny



Photograph taken by Robin Warren, February 2005

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Edwards	Henry	20/09/1851	28	Collier	Fall of roof.
Roberts	James	15/12/1855	29	Collier	Fall of coal on head.

Little evidence exists to show the site of Pluckpenny Colliery. The uneven ground to the west of Morse Road (SO 6431 1664) looking west, is all that remains.

Pluck Penny was begun in 1737, and there were two levels (Upper and Lower) up for sale in 1839. William Todd applied to work the Coleford High Delf in the Pennant Group (Upper Coal Measures) in 1841. 179 tons of coal were produced in 1880. William Wilce was opening a pit here in 1884-6, and by 1889 the colliery was owned by T.B. Brain. The Pluckpenny gale was purchased by Edgar Searle, owner of nearby Speedwell Newbridge Colliery, in 1893, coal then being raised through the latter. The buildings and land were transferred to the Trafalgar Colliery Co. in 1897, and the gales were soon surrendered.

## Princess Royal



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Lewis	Charles	18/01/1865	30	Collier	A rope by which he was ascending the pit broke and he fell to the bottom and lost his life. 'It would appear that the winding engine had broken down and that work had been suspended for several days leaving the problem of feeding the pit-ponies who were still underground...Charles Lewis volunteered to descend the shaft... on the return up the shaft, however, the rope, which had been put on especially for the job broke when Lewis was within 14 yards of the top.
Rasbatch	George	25/04/1877	29	Collier	Fall of roof. This place had not been properly examined before the men went in and the owners were prosecuted.
Halford	James	28/05/1895	48	Miner	A piece of clod fell on him from an unseen slip in the roof while putting coal down the face and caused injuries from which he died. The fall was due to a want of spragging and propping.
Williams	James	13/08/1897			Quantity of dirt fell upon him whilst removing coal sustaining bad fractures in tibia & fibula bones in lower left leg.
Roberts	Richard	03/07/1911	33	Collier	This accident occurred on a main road which was being driven to the dip. The roof was supported by double timber, with lagging over the collars. Deceased was leading water out from the face, and when coming out-by with his horse and the full water-cart in front of him, the roof suddenly collapsed for the whole of its

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					width, 11 feet, and 7 to 8 feet in length, to a height of 6 to 7 feet, burying him. The timber was of oak, not more than 2.5 feet apart, and had only been in six weeks. The fall came down in one piece.
Edmonds	William	13/12/1917	20		Fracture of skull the result of an accident in a haulage road in No 7 Dipple.
Smith	Henry	24/07/1919	77		Haemorrhage of kidneys accelerated by a fall whilst in the employ of Princess Royal Co.
Peart	Walter	12/08/1920	30		Fracture of spine leg & arm due to a fall of coal, the result of a black slip.
Smith	Charles	07/09/1923	43		Killed by the fall of clod from the roof.
Worgan	John	23/02/1925	55		Fracture of spine, broken ribs due to the falling of 3 ton of stone from the roof due to an unforeseen slip in rock.
Downes	Horace	29/04/1927	23		Killed by the falling of a 28 lb rock upon his head whilst replacing a timber upright in a roadway.
Mallet	Stephen	16/04/1928			Roof fall at 3.30 am.
Rudge	William	14/09/1928			Killed by a fall.
Taylor	Thomas	03/09/1929	29		Killed by his head being crushed between a cart & the side of the face. Caused by a stopblock being held against the floor & roof moving causing tram to move forward
Kear	Fredrick	23/01/1931	19		Injured 15th Jan, died 23rd Jan by being crushed between the 3rd of 4 carts & side of road whilst trying to hold onto a piece of timber on the 3rd cart- fracture of pelvis, rupture of bladder & Bronchial Pneumonia.
Richards	Sam	30/03/1931			Killed in 58 Dipple.
Meredith	Percy	23/06/1936	22		Death by laceration of brain caused by being struck by a journey of trams from behind by the journey being sent in the wrong direction by the haulage driver at the top of a dipple.
Hill	William	05/11/1936			William Hill (Colliery Deputy) was injured by dislocating his hip on the coal conveyor on November 5th 1936 and died in Gloucester Hospital 14th November 1936.
Trafford	Harold	09/01/1938	46		Died of tetanus caused by an injury to his left foot caused by a ricochet of a stone during blasting operations in a road way.
Carpenter	Jabez	30/04/1938	52		Killed by the falling of a stone from the roof whilst trying to untangle a rope after the firing of a shot. Fractured skull & broken neck.
Morgan	Trevor	02/09/1938	31		Killed by the falling of several tons of roof whilst trying to move 3 pieces of timber to allow adjustment of conveyer motor.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Ward	Hector	09/12/1938	27		Crushed by the falling of a stone when trying the roof with a pick to see if it was safe. Rock fell due to hidden slips.
Screen	Charles	24/09/1939	39		Killed by the falling of a 1/2 ton suspect stone whilst he was attempting to prop it in a roadway- Fractured skull.
Jones	Noah	13/07/1942	44		Crushed by the falling of a 10 ton bell after shotfiring of rock.
Pever	Robert	13/09/1943	73		Asphyxiated by fumes from a fire in an electrical cable. Death due to Carbon Monoxide poisoning.
Baker	Harold	17/03/1949	33		Whilst moving conveyor forward he was struck by the falling of rock from the roof fracturing his neck.
Cox	Richard	14/04/1949	45		Killed with W. Shingles by the falling of 10 ton of stone from the roof at the face. Each death due to massive crushing injuries & asphyxia.
Shingles	William	14/04/1949	53		Killed with R.Cox by the falling of 10 ton of stone from the roof at the face. Each death due to massive crushing injuries & asphyxia.
Phillips	Ingram	06/12/1950	24		Killed by being run over by a journey of stone in 5 trams whilst walking in front of the journey up a dipple. Death due to a fractured skull, forearm and 2 ankles.
Parfitt	Grantley	22/09/1952	29		Death thro' electrocution by not switching off the current when his box spanner fell into an open remote control box of a coal cutter when he was trying mend a fault.
Carpenter	Charles	14/07/1953	63		Killed by the falling of a bell from the roof whilst working at the No 6 conveyor face.
Wintle	Harold	21/04/1955	61		Fractured spine & crush injuries to pelvis caused by the falling of a bell of rock from the roof. Accident took place on 20 April, died in Gloucester City General Hospital on 21 April.
Trueman	Enos	28/07/1955	57		Haemorrhage of the brain due to falling and dislodging a plastic plate which was put into his skull after the fall of 20 lb of clod from the roof.
Wildin	Riley	03/12/1955	56		Died of heart failure brought on after fracturing his spine causing paralysis by the falling of 7 cwt of rock from the roof.
Baldwin	Gerald	08/06/1956	24		Death due to asphyxia after being crushed by the falling of rock from the roof in No 27 leve

Surface remains from Princess Royal (Park Gutter) colliery include the pithead baths building, a few other building remains and the forested tip.

The coal was first galed to the Priest brothers in 1842, but did not prove very profitable and had a succession of owners before the Princess Royal Colliery Co. Ltd was formed in 1891 to work both Princess Royal (Park Gutter) and Flour Mill. The Severn and Wye Railway's Oakwood Branch was extended to the Park Gutter pits at Whitecroft in 1890-1891, although raising of coal, mainly from the Yorkley Seam of the Pennant Group (middle Upper Coal

Measures), through the Park Gutter shaft did not begin until 1897. Under the Forest of Dean (Mines) Act of 1904, several gales were amalgamated to be worked by the company. In 1914-15 the Park Gutter shaft was deepened to allow working of the Coleford High Delf Seam (reached at 617 ft), and a dipple was driven down to a depth of 1,500 ft. An underground connection was made to Flour Mill in 1916, although coal continued to be raised there until 1928. In 1925 water from Norchard burst into Princess Royal and in 1930, after a lengthy legal battle, a controlling interest was obtained in that colliery. In 1938 the steam winding engine was replaced by an electric one, and the electric pumps were removing about 2,700 gallons water per minute. Annual output of coal in the 1930s was around 300,000 tons, with a peak employment of 1,300 men. Underground developments in the 1950s were not successful, and the colliery closed on 30 March 1962.



*The pithead baths, which were the first in the Forest (SO 61326 06239) looking SW*



*Related buildings with the disused tip in the background, looking NNW*





*P R shaft at  
SO 61423  
06313,  
looking NW*

Photographs taken by Ron Beard, January 2004 (shaft Jan 06). Historic photograph from A Pope collection

## Quidchurch



Photograph taken by Ron Beard, November 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Price	William	19/03/1863	30	Collier	Fall of rock from roof.

The Quidchurch Gale followed the outcrop of the Coleford High Delf Seam from the site of Eastern United to Staple Edge. There were numerous levels driven to extract this coal, and many of these can be seen as trenches alongside the west side of the track from below Eastern United to Staple Edge. The most recent workings were close to Staple Edge Lodge, and a tip related to these is shown in the above photograph (SO 6494 1004) looking NW.

The first attempt to work the Quidchurch gale was in 1825-6 by Moses Teague and Messrs Whitehouse and Montague, but the partnership broke up in 1826. Montague continued alone, but a level does not appear to have reached coal. In 1833 Quidchurch Colliery was being worked by Messrs Musgrave and Teague. It was re-galed to James Beech in 1844, a level in Staple Edge Wood giving access to the Trenchard and overlying seams (including the Coleford High Delf) in the Pennant Group (Upper Coal Measures). By the 1850s the level was owned by W.F. Corbett, and there was a tramroad and inclined plane connection to a siding on the South Wales (later Great Western) Railway's Forest of Dean Branch. The colliery seems to have closed around 1866, but there was apparently some further activity until the 1890s. Quidchurch No. 2 gale was granted to William Virgo in 1894, but he went bankrupt in 1903 and the gale was later surrendered. It has since been worked from several small drift mines sunk into the High Delf outcrop, the seam reaching 9 ft thick at the southern end where some opencast working took place in the 1980s. A free mine was operated in the late 1990s by Ray Ashley and Nick Bull (SO 649 102).

## Ready Penny



Photograph taken by Ron Beard, November 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Stoneham	William	18/09/1822	11		Fell to the bottom of the pit being about 70 yards.

One or more Ready Penny Collieries were situated at or near Ready Penny, Shortstanding, where several old coal shafts and a level are shown on the 6-inch OS map. The photograph shows some irregular ground in the vicinity of one of the workings shown on the map (SO 5693 1361) looking NE. There was also a mine in the Bilson area of Cinderford, known as Dick's Ready Penny, so we cannot be sure at which mine the accident occurred. The site of Dick's Ready Penny had been built over by the middle of the nineteenth century, and could not be identified.

The Shortstanding colliery probably worked the Coleford High Delf Seam of the Pennant Group (Upper Coal Measures), which crops out nearby. However, Dick's Ready Penny worked the Starkey Seam of the Supra-Pennant Group. Originally owned by Richard Whitson, it had passed to Messrs Elton, Meredith and Bryan by 1841, when about 900 tons of coal were being raised per annum from the 90 ft deep shaft, which utilised a horse whim. This colliery was in the hands of Cornelius Walding by about 1847.

## Reddings Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Cook	Richard	10/03/1856	32	Collier	Fell down pit while hooking on a tram.

The site of Redding's Level has been successively opencast mined, reclaimed and landscaped, leaving no sign of the original workings. The above photograph was taken at the recorded site of the mine (OS 6454 1542) looking east.

Reddings Level appears on Sopwith's 1835 map, and was galed to John Knight and Edmund Hale in 1841 to get coal from the "Hill Delf" (Coleford High Delf?) Seam. By 1863 it had passed to Richard White and Charles Edward Ward. Reddings Level No. 2 was granted in 1911, and conveyed to the Forest Syndicate Co. Ltd, who, in 1919, formed the Premier Briquette Co. to produce compressed coal briquettes. This company was liquidated in 1923, by which time Reddings Level was part of True Blue Colliery, although Reddings Level No. 2 gale was not conveyed to the latter company until 1938. Reddings Level Colliery itself had closed by 1901.



*A more distant  
view of the  
mine site,  
looking east*

Photographs taken by Robin Warren, March 2004

## Redinhorne Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Teague	Harold	03/12/1946	30		Killed by a fall of two tons of coal. His brother-in-law, Alfred James of Sling was working nearby, and he with other workers, tried in vain to rescue him.

There were numerous workings in the area between Hillersland and Redinhorne. The level where Harold Teague was killed was one of several near Mailscot Lodge, and the photographs are believed to be of the remains of the level where the accident occurred. The above photograph was taken at SO 5642 1449, looking west.

On 16 October 1919 an application was made by Marcus & Oliver Gwilliam of Berry Hill for unlet coal under Mailscot Wood. On 29 August 1927 the workings were assigned to Edward John Smith, Herbert Smith & Hubert Victor Smith to mine coal in the Coleford High Delf. On 24 June 1941 the lease was terminated. The mine was purchased by Harold Teague on 12 January 1945.



*The former level, looking east*

Photographs taken by Ron Beard, November 2004

## Regulator



Photograph taken by Robin Warren, March 2004

<b>Fatal Accidents</b>					
<b>Surname</b>	<b>Forename</b>	<b>Date</b>	<b>Age</b>	<b>Occupation</b>	<b>Cause</b>
Harris	Hezekiah	29/01/1838	11		They were descending the pit about six o'clock in the morning, and having gone down a few yards, the rope suddenly broke (as it is supposed from a sudden jerk caused by its slipping owing to frost,) and they were precipitated to the bottom of the pit, a distance of 75 yards. Four killed
Rodway	George	29/01/1838	21		They were descending the pit about six o'clock in the morning, and having gone down a few yards, the rope suddenly broke (as it is supposed from a sudden jerk caused by its slipping owing to frost,) and they were precipitated to the bottom of the pit, a distance of 75 yards. Four killed
Symonds	Richard	29/01/1838	16		They were descending the pit about six o'clock in the morning, and having gone down a few yards, the rope suddenly broke (as it is supposed from a sudden jerk caused by its slipping owing to frost,) and they were precipitated to the bottom of the pit, a distance of 75 yards. Four killed
Niblett	Samuel	29/01/1838	22		They were descending the pit about six o'clock in the morning, and having gone down a few yards, the rope suddenly broke (as it is supposed from a sudden jerk caused by its slipping owing to frost,) and they were precipitated to the bottom of the pit, a distance of 75 yards. Four killed



The site of the Regulator Colliery has been reclaimed, and is now occupied by an industrial unit as seen in the above photograph (SO 6495 1495) looking SW.

The Colliery was being worked by James Bennett in 1833, although part of his interest had been sold to the Cheltenham Protector Coal Co by 1841. In that year a 22-inch condensing engine was at work and the shafts were 270 ft deep. About 9000 tons of coal per year were being produced from the Lowery and Starkey Seams of the Supra-Pennant Group, and there were plans to sink No. 3 shaft to the Churchway High Delf. A siding from the South Wales Railway's (later Great Western) Whimsey Branch was installed soon after this broad-gauge line opened in 1854. The colliery appears to have closed around the 1860s, and the siding had gone by 1878.

## Rising Sun Engine



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Kear	George	11/10/1803	20	Collier	Fell down pit about 15 fathoms.

The Rising Sun Engine Colliery remains are found along the Oakwood stream and beside the Oakwood tramway, downstream of the nearby Flour Mill Colliery between Bream and Parkend. There are no physical remains apart from the waste tip, possible shaft sites and part of a culvert which carried the stream under the tip. The above photograph was taken from SO 60536 07043, looking ESE.

The Rising Sun Engine Colliery was in existence before 1803, as is evident from the only fatality recorded. An 1838 prospectus for the Lydney and Forest of Dean Coal Company described a colliery called the 'Rising Sun Engine', with two pits: one for an engine, the other a winding pit. It was said to be in an excellent situation for the erection of Iron Furnaces, the ore would be easily attainable by extending these works.

In 1841 under James Morrell and Robert Morrell, bankers of Oxford (as mortgagees in possession and claiming under Free Miners), there is reference to the Rising Sun Engine, including Arthur's Folly or Speedwell, and Brems Eaves Level gales. In 1847 Morells asked for a reduction in rent having spent £1000 and £2000 in the previous years.

The Rising Sun gale was forfeited in 1877.

In the 1880's it came into the possession of John Griffiths, who in 1892 sold it to Parkend Deep Navigation. It last features in 1909 with an application to mine "the barriers" by Princess Royal.



*Taken from the same position and angle as the main photograph, the trench for the Oakwood stream is clearly seen*



*The head of a trough in the tip, the possible site of a shaft*



*A depression,  
indicating  
the possible  
site of a  
second shaft*

Photographs taken by Ron Beard, January 2006

## Rose in Hand



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Harrison	John	31/08/1864	25	Collier	So injured by the fall of a 'bell mould' that he died 5th Sept.

A depression, which marks the original mine entrance, can still be seen among the trees (the area was cleared 2003/2004). There are also a few remains of old stone structures.

Thomas Baldwyn of Little Dean Woodside and George Baldwyn of Breams Eaves were given permission on 21 January 1842 for a pit near the Speech House, to get the coal from the Churchway High Delf and all the veins above.

The pit later became incorporated into the Speech House Hill Colliery (just across the Speech House to Cannop road), which in turn became part of the Lightmoor operation.



*A closer view of the workings (SO 6142 1189) looking east*



*The site of  
the former  
shaft*



*Nearby  
stonework  
remains,  
looking NE*

Photographs taken by Tony Middleton, March 2004

## Rush Pit



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Preedy	E	21/04/1858	11		Fell down shaft.

The site of the Rush Pit has been extensively reworked by opencast so that nothing remains of the former colliery. The above photograph was taken at the site (SO 6464 1566) near the Cinderford Linear Park, looking north. The fatality record gives no indication of whether the young boy was employed at the colliery or was unconnected with it.

Rush Pit Colliery probably worked coal seams in the Supra-Pennant Group, but little else is known.



*Looking west along the Linear Park path*

Photographs taken by Robin Warren, March 2004.

## St Vincent



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Burt	James	10/09/1889	50	Collier	Fall of rock roof about 6 yards in length, three and half wide in the centre and less at the ends feather-edged, two and a half feet thick at the side away from the coal. It dropped from a smooth or slip as well as an upright joint.

The remains of the St Vincent mine are to be found near Ellwood, where the above photograph was taken (SO 5938 0853) looking east.

Saint Vincent was galed to James Grindell in 1844 to work the Upper and Lower Trenchard Seams. However, the coal was found to be no good, and the underlying clay was later worked for brick making. A brickworks was in operation by 1857. Nevertheless, a considerable amount of coal was eventually raised from the pit, production in 1880 being 1,643 tons. The shaft intersected the Upper Trenchard (1 ft 6 in. thick) at a depth of 150 ft, and a heading from the shaft proved the Lower Trenchard to be 2 ft 6 in. thick. The St Vincent Colliery (Forest of Dean) Ltd was incorporated in 1901, but the pit ceased work in 1903 due to lack of capital. The pit and fixtures were sold off in 1914.





*Stonework  
remains,  
looking SSE*



*Another  
view, looking  
south*

Photographs taken by Ron Beard, March 2004

## Speech House Colliery



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Williams	Milson	16/04/1874	25	Sinker	Killed in shaft by scaffold giving way. Scaffold not strong enough. Drowned.
Butler	Edwin	28/01/1883	17	Collier	Fall of roof. When pulling down some coal it knocked out a prop and the top fell on him.
Watkins	James	16/04/1890	29	Collier	He was wedging down coal which had been holed and which had been standing on sprags. Some roof stone fell with the coal and killed him. It came from unseen slips. The place was well timbered. It occurred in the rocky seam.
Williams	James	15/05/1891	13	Doorboy	While unloading a prop from a tub which was attached to a pony set he fell out in consequence of a jerk and received injuries from which he died on the 17th. He left his door, and had nothing to do with this work.
Jenkins	Thomas	31/10/1894	18	Putter	While working with his father and another man and in the act of holing in a reclining position a very small piece of roof fell without touching him but causing the prop (3.5 feet long) under it to fall over. It struck the lad but was not thought to have done him any injury. He continued at work for three or four hours and walked home. Complaining of tenderness during the night the place was fomented and the doctor next day failed to notice any bruise. The lad was up and about the next couple of days but it then proved that the bowel was injured and peritonitis making its appearance he died on the 10th. Apparently a pure accident.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Kear	John	01/07/1901	42	Labourer	When riding up a dipple on the rope in front of the water cart his head struck the top resulting in his being knocked off and crushed between the cart and side of road. Bronchitis set in and he died on the 3rd July from the effects of the accident.

Speech House (or Speech House Hill) Colliery was situated near Cannop and the site has been used for the Beechenhurst picnic site (SO 6142 1189). A few fenced off depressions north of the kiosk may be old shafts or collapses.

The first recorded working of the Royal Forester gale was in the 1830s and 40s by Richard James, but it was bought by the Brain brothers, who had the adjoining Rose-in-hand gale, in 1847. The Speech House Hill Colliery Co had taken over by 1869, followed by the Great Western (Forest of Dean) Coal Consumers Co Ltd (a Crawshay company) in 1873. A branch to the Severn and Wye Railway was constructed in 1874. 56,976 tons of coal were produced in 1880 from the Supra-Pennant Group (top part of the Upper Coal Measures). The winding shaft (eventually 420 ft deep) reached the Churchway High Delf Seam (3 ft 3 in. thick) at 393 ft.

The colliery had a rather chequered history, passing through a succession of owners, until it was bought by Henry Crawshay & Co Ltd, owners of the adjacent Lightmoor Colliery, in 1903. The barrier to the latter colliery was opened up and most of the surface works at Speech House Hill, no longer being required, were closed by 1906. However, the main shaft was maintained as an emergency exit for Lightmoor until the gale was surrendered in 1937.



General view of the site, looking south



*A small depression near Beechenhurst, looking east*



*Disturbed ground near Beechenhurst, looking east*

Photographs taken by John Precious, February 2004. Historic photograph from A Pope collection

## Speedwell



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Carpenter	William	16/01/1820	22	Coalminer	Killed on the spot by falling down the coal pit in Speedwell Colliery.
Hill	William	11/04/1821	35	Coalminer	A quantity of coals falling on his head.

Speedwell Colliery (or coalworks) was situated near Five Acres. Its site is marked by a number of depressions on either side of the Mitcheldean - Monmouth road. One of the depressions has a stone shaft and the others probably had shafts in them at one time. The main photograph was taken from SO 58516 12565, looking NW.

Speedwell Colliery (not to be confused with Speedwell Newbridge at Nailbridge) was one of many shallow pits and levels which worked the Coleford High Delf Seam of the Pennant Group (Upper Coal Measures) in the Hillersland, Berry Hill and Joyford areas. Sopwith's 1835 map shows several pits (Speedwell, Old Speedwell, Deep Speedwell) south of the Monmouth-Gloucester Road, and corresponding free drainage levels to the north. Speedwell Colliery was owned by Messrs Whitehouse in 1841, when 4800 tons of coal were raised with a horse whim. The coal was probably sent to Redbrook on the Monmouth Tramroad. 1994 tons were produced in 1880. Two Speedwell Pits are shown on the 1894 map of coal and iron gales, and were presumably still working at that time.



*A Speedwell pit (SO 58464 12526) looking SE*



*Depression to N of main road (SO 58539 12725) looking NW*



*Probable pit  
site with  
track  
depression  
approach  
(SO 58517  
12574)  
looking ESE*



*Depression  
to N of main  
road (SO  
58472  
12726)  
looking NW*

Photographs taken by Ron Beard, March 2004

## Staple Edge

### Fatal Accidents

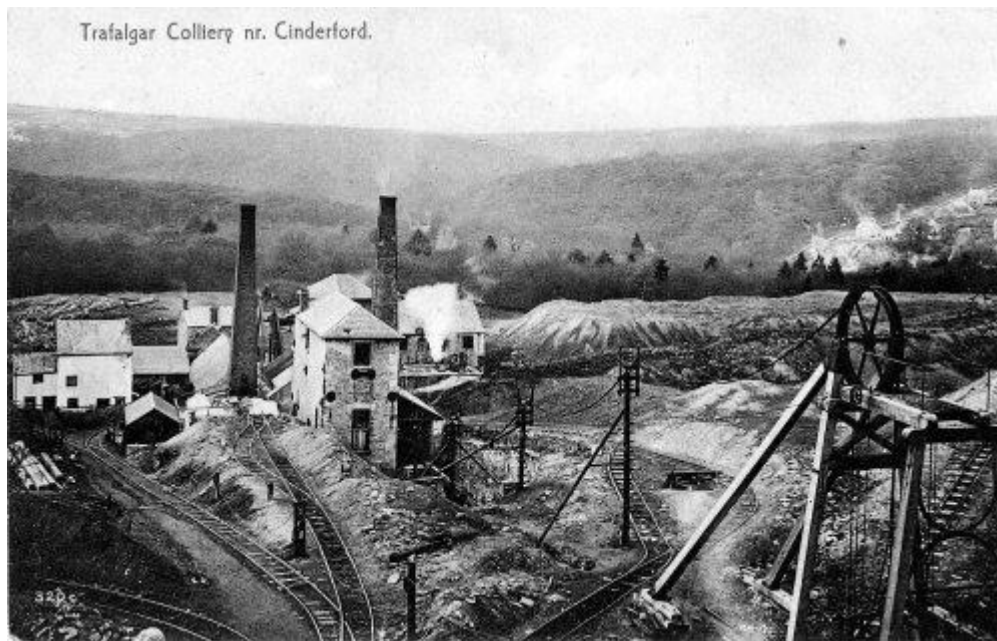
Surname	Forename	Date	Age	Occupation	Cause
Jenkins	James	17/11/1866	30	Collier	Fall of coal in Coleford High Delf.
Williams	Leonard	05/04/1872	27	Collier	Fall of roof.

There are no surface remains of Staple Edge colliery because it was subsumed into the workings of Eastern United.

In 1844 Elam Jenkins and James Beech were granted a gale to get coal from the “Yard Delf” seam via a level at the bottom of the inclined plane from Quidchurch Colliery. This may be the level called “Quidchurch Level” on Sopwith’s map of 1835. The gale was surrendered in 1849, but in 1892 Thomas Meredith applied for a re-grant so that he could work the Trenchard Seam. It is not clear how much work was done, and the gale passed through several hands until it was surrendered in 1909.



## Strip-and-at-it



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Weaver	James	03/05/1862	11	Collier	Sudden fall of 'whelve' (bell mould).
Lane	George	08/05/1875	45	Pitman	Killed by falling out of a cart whilst descending a shaft. Cart having struck a protruding piece of timber cut to form a stage.

The site of the former Strip-and-at-it colliery has few visible remains apart from some concrete and stonework. Part of the tunnel between Trafalgar and Strip-and-at-it survives and its Trafalgar entrance is well preserved. Notice that the historic postcard is headed 'Trafalgar Colliery', which took over the workings.

The Strip-and-at-it gale was worked by John Harris from 1832. Two pumping engines were in use by 1841, and production was 11,502 tons in 1856. It worked the Rocky and Churchway Seams of the Supra-Pennant Group (top part of the Upper Coal Measures) through a 381 ft (in 1841) shaft, and was notorious for the thinness (20 ins) of its seams. Coal raising ceased in 1861, and the gale was surrendered to the Crown in 1864. It was then acquired by Corneleus and Francis Brain, owners of the nearby Trafalgar Colliery, who used the shaft for pumping (a 44-inch Cornish engine was working in 1880) and as an emergency exit. There was a spur to the Severn and Wye Railway's Churchward Branch by 1842, and this was connected by a short tunnel to Trafalgar Colliery in 1860, although the latter colliery soon had direct rail access to both the Great Western Railway's Forest of Dean Branch and the Severn and Wye Railway. Strip-and-at-it closed, along with Trafalgar Colliery, in 1925.



*Colliery site  
(SO 63365  
14718)  
looking SW*

Photographs taken by Ron Beard, August 2004. Historic photograph from A Pope collection

## Success Level



Photograph taken by Ron Beard, December 2003

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Williams	James	24/02/1854	18	Collier	Fall of coal whilst holing.

Success Level was one of the many collieries working in the Fetter Hill area. The above photograph shows what appears to be the tram road leading to the level (SO 59702 08494) looking WNW.

Driven before 1835, Success Level was galed to Trotter, Thomas & Co. in 1841 to work the Coleford High Delf Seam of the Pennant Group. At that time the colliery was producing about 7200 tons of coal per annum. It was close to the Severn and Wye Railway's Milkwall (later Coleford) branch tramroad, which gave access to Lydney Docks. 6,670 tons were produced in 1880, but the colliery was virtually worked out by this time. Nevertheless, in 1915 Messrs Jones and Taylor were proposing to develop the colliery. The level was close to Hopewell Engine and Dark Hill Collieries, both of which had closed by the early 1900s.

## Thatch



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Carter	James	11/09/1862	12	Carter	Fall of coal and rubbish in the headway he was carting in.

The site of the Thatch colliery is marked by a depression, approximately four metres across and one metre deep. The above photograph was taken at SO 3589 2124, looking north.

Several pits (Thatch, New Thatch or Independent, and Old Thatch or Independent) are shown on Sopwith's 1835 map. Thatch Pit was owned by John Lewis in 1841. A 198 ft shaft, worked by a horse whim, was used to exploit the Coleford High Delf Seam of the Pennant Group. Production was about 2,400 tons / year. A branch of the Monmouth Tramroad had already been extended to Thatch Pit by this date. The colliery was idle by December 1896, but was re-opened in 1920. There was a sale of equipment in December 1932, and it is not clear if any more work was done.



*The same location, looking south*

Photographs taken by Brian Gange, March 2004

## Tod's Level

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Aston	Edwin	12/10/1901	22		Fatally injured by the falling of a portion of an old engine house.

It has not been possible to identify Tod's Level with any certainty. William Tod owned numerous gales in the Forest, particularly in the Brandrick's Green area. One of the gales in this area also went by the name of Tod's Gale. There were numerous levels working in this part of the Forest around the turn of the century, such as Howbeach, Morse's, Wallsend and Brandrick's Green; it is possible that one of these may have been the level.

## Tormentor Colliery



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
		01/07/1841			A young man met his death, in the pit owned by the Cheltenham Protector Coal Co. as several tons of marl fell on him.

The above photograph, taken from SO 65094 14552, looking east, shows the disturbed ground and signs of colliery waste behind Cinderford fire station, which mark the location of Tormentor Colliery.

Wood records that in 1832 John Cooper, Charles Gibbons, Matthews, James Cowmeadow, Richard Cook and George Meek, Free Miners, made applications for gales to be called the Cheltenham Company's Protector Colliery, forming part of Tormentor and Teazeall Colliery (Teazeall Colliery site is now part of the Denecroft housing estate). The applications were not granted, but the applicants proceeded anyway and 'erected works and proceeded therein, at considerable expense'.

An award of coal in the Rockey vein was made in 1841 for Tormentor and Teazeall Colliery, made up of Tormentor Pit, Teazeall Pit and part of Regulator Pit.



*Tormentor  
Colliery site  
looking SSE  
from SO  
65147 14630*



*The site of  
Teazeall  
Colliery from  
SO 65376  
14395,  
looking NNW*

Photographs taken by Ron Beard, February 2006

## Trafalgar Colliery



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Tingle	William	07/03/1863	13	Collier	In consequence of a dispute at the pit bottom whether men or coal should go up the boy (now in the cart) got caught by a 'brow' and was killed. His death may be attributed to a total absence of discipline in the pit. (Manslaughter brought in in this case).
Reece	James	04/04/1866	37	Hanger-on	Killed by the cage. In the downcast shaft of small diameter and the intake air at the time so sharp that Reece had to slip his candle into a recess in order to keep it light. In doing so his foot slipped and was caught by the quickly descending cage.
Collins	James	12/07/1868	12	Collier	He concealed some gunpowder and it exploded in his pocket burning him so severely that he died next day.
Cole	James	09/01/1869	53	Collier	Fall of stone (Bell) in Rocky vein 9th. Died 30th.
Williams	John	27/09/1869	42	Collier	Fall of stone 27th. Died 27th Nov.
Collins	James	07/06/1870	46	Inclineman	In attaching a loaded tram to a set the trigger slipped on a sleeper and the set backed and crushed him to death.
Jenkins	George	24/11/1871	16	Hodder	Fall of roof in slant.
Whittington	Richard	05/04/1875	23	Collier	Crushed by the falling of a 17 cwt bell in the Lowery Vein.



## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Matthews	Thomas	11/02/1876	26	Collier	Crushed by a cart in a dipple, result of negligent signalling.
George	John	24/01/1879	32	Collier	Killed by fall of a 6 ton bell from the roof. 2 killed.
Eddy	Charles	24/01/1879	50	Collier	Killed by fall of a 6 ton bell from the roof. 2 killed.
Butcher	Thomas	18/02/1879	14	Door boy	Crushed by the fall of roof in a roadway, deceased riding on loaded coal cart against rules.
Morgan	George	29/05/1879	60		Inquiries Hernia due to attempting to lift a heavy weight of earth fallen in a road.
Jones	John	27/02/1884	70	Labourer	Injured by being squeezed between a tram full of ashes which he was removing from the boiler fires and the end of a wall, and died on the 2nd March. He was very feeble or he would probably have easily recovered.
Dean	Charles	21/04/1885	42	Collier	Fall of coal. He was holing the coal in the Rocky vein and cut into a slip which let the coal off. He died next day.
Freeman	John	16/07/1888	14	Driver's assistant	He stumbled while carrying a light in front of a horse drawing loaded trams and was run over.
Bibey	George	24/04/1893	16	Filler	Bibey was in charge of a train of empty carts in a byroad. A passing train of full carts came by in the main road and was derailed ,crushing Bibey as a result.
Smith	Maynard	06/02/1895	16	Hod boy	While bringing out a load of coal a stone from the roof weighing about 1.5cwt. fell on him causing injuries from which he died that evening.
Baldwin	Alfred	05/05/1896	42	Collier	In firing a shot he lit the squib instead of the match, and was unable to get away before the shot went off. Coroner's report - died of injuries to his head due to premature exploding of shothole due to shortening of fuse attached to squib to fire charge in Lowery Vein.
Hammonds	William	17/05/1897	16	Horse driver	Knocked down by the horse which he was walking in front of while taking out a journey of trams. The first cart or tram passed over him and fractured his legs and caused injuries from which he died.
Hale	Frank	17/03/1903	16	Collier's boy	Fall of roof at the face. The top coal 6 inches thick and clod 2.5 inches had been cleared 3 feet over the bottom coal thus leaving 4.5 feet of roof unsecured. The props were within 14 feet from the face of the bottom coal. The boy's collier was to blame as he does not appear to have taken to secure the roof which apparently was not good over the bottom coal.
Powell	Hubert	18/01/1910	52	Collier	He was killed by the fall of a bell-shaped stone about 5 feet by 3 feet 9 inches by 2 feet. The stone gave no warning. The place appeared to have been well timbered.

## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Walkley	Moses	01/08/1911	49	Carpenter	Deceased and others were moving a queen truss on a bogie on the surface. The top and bottom members of the truss were 10 inches square and the total height 7 feet. It was not guyed up in any way but supported by two men on each side. It tilted towards the side on which deceased was, and as the men were unable to support it, it fell over them. The horse which pulled the bogie was startled by the fall of the truss and started forward. Deceased was inside one of the bays and was caught by the truss and his foot crushed. Blood poisoning supervened and he died in hospital on 1st. August. The action of the men in transporting the truss in such a manner was worse than foolish.
Gunter	Thomas	21/12/1911	27	Pumper	Some tubs filled with short props were standing spragged up at the head of an incline to go inbye. The main rope was attached and the sprags withdrawn from the wheels of the tubs; the couplings tightened up and the first tub moved forward leaving its centre bar behind. It ran away down the incline and into deceased as he was proceeding inbye, killing him. The centre bars are attached to the tubs by two three-quarter inch diameter bolts, which in this case had broken off inside the oak sole, but the two parts of each bolt had remained in situ until the jerk at the top of the incline, when the couplings tightened up.
Davies	Thomas	15/05/1917	13		Compound fracture of hip joint & fracture of thigh bone & lacerations caused by him climbing over moving belt in the Screens. his leg became trapped in roller mechanism. Death due to shock.
Morgan	Augustus	10/09/1917	41		Killed whilst wedging coal, roof fell in crushing him in the 20 Inch seam.
Brain	Frederick	13/04/1918			Death due a fracture of the spine caused by fall of clod from the roof. He was about to set a sprag against coal when clod fell. Accident on 9/4/1918 died 13/4/1918.
Webb	Albert	22/11/1919	55		Killed by the falling of the cage down a shaft whilst removing pipes from shaft. The winding rope having pulled out of capstan.
Douglas	Henry	01/04/1922	36		Acute Nephritis, the result of a fractured rib received in an accident at the Trafalgar Colliery.

There are remains of retaining walls of the screens, the tip and the tramway tunnel to Strip-and-at-it Colliery, all much overgrown. A pair of shafts is marked by two large rocks. Nearby Trafalgar House (still a dwelling) was the home of Sir Francis Brain.

The Trafalgar gale was granted to Corneleus Brain in 1842, but work does not appear to have begun until about 1860. After 1867 coal from the adjacent Rose-in-hand gale was also worked. There were two shafts, worked by the same winding engine, through the Upper Coal Measures (Supra-Pennant Group) down to the Churchway High Delf Seam at a depth of 586 ft. A narrow-gauge tramway (Brain's Tramway) was soon built to the Great Western Railway's Forest of Dean Branch at Bilson, but after 1872 there was also a connection with the Severn and Wye Railway. The colliery was unique in Dean in being lit by gas, and electric pumps were installed underground in 1882, the first recorded use of electric power in a mine. Trafalgar was one of the larger pits, employing 800 men and boys in 1870, and producing 88794 tons of coal in 1880 and about 500 tons/day in 1906. However, the main dip roadway was unexpectedly flooded in 1919, and the colliery was bought by the managements of Lightmoor and Foxes Bridge Collieries to protect their own workings. It closed in 1925.



*Trafalgar House (1),  
(SO 62579 14443)  
looking WNW*



*Trafalgar House (2),  
looking NE*



*Trafalgar  
to Strip-  
and-at-it  
tunnel  
entrance  
(1),  
looking N*



*Trafalgar  
to Strip-  
and-at-it  
tramway  
tunnel  
entrance  
(2) (SO  
62424  
14468)  
looking  
NNW*



*Albert Webb, killed in 1919,  
with his wife*

Photographs of Trafalgar House (1) and tunnel entrance (2) taken by Ron Beard, August 2005, other photographs taken by John Sheraton, March / April 2002. Historic photographs from A Pope collection

## Trenchard



Photograph taken by Ron Beard, March 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Williams	John	12/01/1959	56		Killed by a fall of roof whilst erecting supporting timber for the roof.

Trenchard Colliery was situated near the bottom of Baker's Hill, Coleford; the site is now occupied by the Paddocks housing development, where the above photograph was taken (SO 5819 1118) looking south. There were several other mines further up the hill, but these exploited the Coleford High Delf seam. The Trenchard mine had a dipple down to the lower Trenchard seam.

Trenchard was galed to Jonathan Marfell in 1843 to work the Trenchard Seam, part of the Trenchard Group of the Upper Coal Measures. The gale was forfeited in 1867. Trenchard No. 2, along with 8 other gales, was in the hands of Amos Brown by 1932, but was surrendered after his death. In 1959, when the accident occurred, the mine was being worked by Bernard James and Sons.

## True Blue No 2



Photograph taken by Mike Bramwell, March 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Parsons	George	04/02/1926	63		Killed by the falling of dirt from the roof whilst trying to replace a lintel at a road junction.

The site of most of the True Blue Collieries have now reverted to agriculture, although there are some waste tip remains as seen in the above photograph (SO 3623 2169) looking approximately north.

At least a dozen pits in the area to the southwest, south and southeast of Ruardean Church (mainly from SO 617 173 to 630 171) are named “True Blue” on Sopwith’s 1835 map, and there is a “True Blue Free Drainage Level” near SO 618 174. A True Blue Pit had been in production since at least 1788. True Blue and Newham Bottom were leased to a group of shareholders (from a Free Miner) in 1841 to work the “Hill Delf” (presumably Coleford High Delf) Seam in land drained by True Blue and Newham Bottom Levels. In 1859 the Gloucestershire Coal Mining Co Ltd was formed to acquire True Blue, Newham Bottom, Woodside and Birchen Grove Collieries, but this was soon wound up. In 1884 True Blue and Newham Bottom were galed to Moses Hale, and the pits were being worked by T.B. Brain by 1899, but were abandoned in about 1910. They were acquired by the Forest Syndicate Co Ltd, which, in 1919, formed the Premier Briquette Co. to produce compressed coal briquettes. This company was liquidated in 1923, by which time True Blue Colliery included Newham Bottom, Birchen Grove, Reddings Level, Pluds No. 2 and Woodside No. 2 gales. The colliery was conveyed to the Wigpool Coal and Iron Co Ltd, owners of Harrow Hill, in 1925. It was producing 100-150 tons of coal per week in 1927, and finally closed in the 1950s.

## Tufts Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Jenkins	Thomas	16/11/1860	20	Collier	A clod fell and knocked out a setting which was followed by a still heavier fall.

The above photograph (SO 61960 08479) looking west, shows the remains of a collapsed shaft of the Tuft's Level.

Tufts Level is a drainage level on the western side of the syncline from which the Trenchard, Coleford High Delf and Whittington coal seams were worked. In 1914-1919 it was extended to reach iron ore which occurs along joints in the Drybrook Limestone, and later reached the Crease Limestone which did not contain workable ore at that locality. The total length is 1,470 yds. Tufts Level then formed part of Tufts Iron Mine, which included two other levels: Tufts Iron Mine (SO 611 049; 165 yds) and Bream Grove Level (SO 614 050; 460 yds). There was a tramway connection from Tufts Iron Mine mine to a loading bank (from 1870) on the Severn & Wye Railway near Tufts Junction, but this was out of use by 1920. The mine belonged to the Park Iron Ore & Coal Co. in the late 1800s, and produced 50,000 tons of ore during two active periods in 1882-7 and 1894-1901.





*A capped  
airshaft on  
Tufts Level  
(SO 61903  
04848)  
looking  
WNW*

Photographs taken by Tony Middleton, March 2004

## Union Pit



### Fatal Accidents

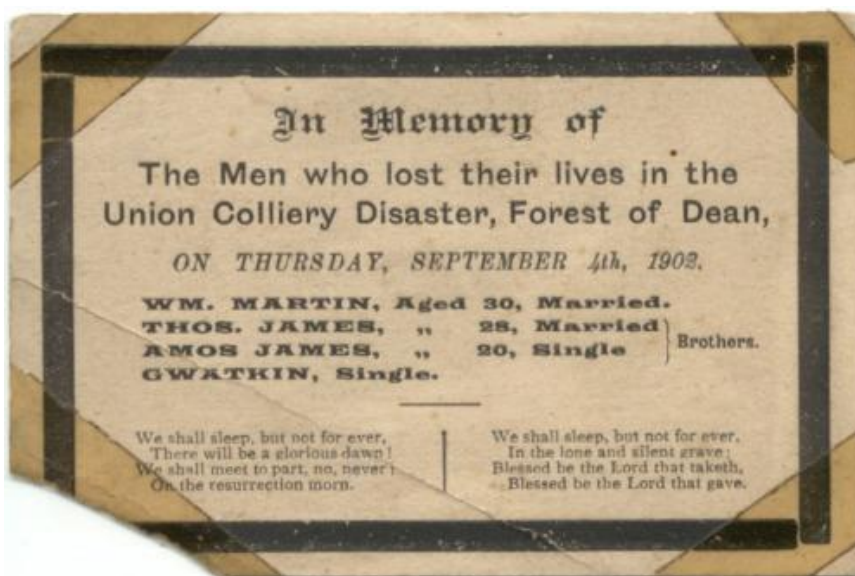
Surname	Forename	Date	Age	Occupation	Cause
Evans	James	25/01/1897	26		Exhaustion, caused by fractured spine & paralysis of bladder caused by a fall of coal upon deceased in the Coleford high Delf Vein at the Union Pit.
Gwatkin	Herbert	04/09/1902	26	Collier	Irruption of water from old workings in consequence of inaccurate plans the manager who also acted as surveyor having neglected to check the surface with the underground workings. 4 killed
Martin	William	04/09/1902	26	Collier	Irruption of water from old workings in consequence of inaccurate plans the manager who also acted as surveyor having neglected to check the surface with the underground workings. 4 killed
James	Amos	04/09/1902	20	Collier	Irruption of water from old workings in consequence of inaccurate plans the manager who also acted as surveyor having neglected to check the surface with the underground workings. 4 killed
James	Thomas	04/09/1902	27	Collier	Irruption of water from old workings in consequence of inaccurate plans the manager who also acted as surveyor having neglected to check the surface with the underground workings. 4 killed

The above photograph (SO 3603 2100) looking SW, taken in June 2002, shows the capped shaft of the mine in the foreground and the memorial monument in the background.

The Union Colliery was owned by the Parkend Deep Navigation Collieries Co Ltd, who, from 1892, developed an earlier pit on the same site. By 1899 about 100 tons of coal per day were being produced and about 100 men were employed. However, there were serious problems with water, and on 4th September 1902 the colliery was flooded by a sudden influx from abandoned workings. Seven men were trapped, and it was not until 9th September that pumping had reduced the water level sufficiently to allow rescuers to enter the workings. Three miners were found alive, but four had drowned: Herbert Gwatkin, Thomas and Amos James, and William Martin. The event is commemorated at the colliery site by a statue of two trapped miners embracing, commissioned by the Forest Freeminers, together with a commemorative plaque. The statue is the work of sculptor Matt Baker and is carved from Pennant Sandstone from nearby Mine Train Quarry.



A close view of the monument, taken in March 2000



The Union Mine disaster, a memorial card

Photographs taken by John Sheraton

## Vallets Level



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Hawkins	George	31/05/1860	30	Collier	Fall of coal from face of work by means of a diagonal slip though quite close to both timber and gob.
Brown	Thomas	06/07/1865	40	Collier	Fall of stone and coal killing him on the spot.

Vallets Level entrance is situated close to the car park for the Hopewell Colliery Museum - main photograph taken from SO 62615 11412, looking WNW. At one time there were extensive workings on both sides of the Speech House to Coleford Road, and there is still evidence of these in old tips and hummocky ground. Up the valley from the car park there are a number of collapses and depressions marking the effects of mining in the area.

Vallets Level was driven before 1818 to work the Yorkley and Coleford High Delf Seams of the Pennant Group (Upper Coal Measures). In that year John Trotter was seeking permission to erect a steam engine. By 1856 Vallets Level was one of the largest collieries in Dean, producing 17,918 tons of coal, but only 779 tons were produced in 1880, apparently from a pit on Vallets Level higher up the valley. The level is connected to the present Hopewell Colliery Museum.



*Probable  
collapse into  
Vallets Level  
(SO 6010  
1138)  
looking west*



*A second  
collapse (SO  
6004 1151)  
looking NW*

Photographs taken by Ron Beard, March 2004

## Victoria



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Coleman	Edward	16/11/1839	40	Collier	Fell down shaft whilst wheeling coal truck along level. Overbalanced and fell to bottom.

The Victoria Gale extended from Poolway to Coleford. As it ran beneath the built up area and could affect drainage, the gale was purchased by the local authority to prevent further working. It is probably at this mine where the fatality occurred, although 'Victoria' was a popular name and a mine at Ruardean went by the same title. The Poolway site is no longer discernible, and may be incorporated into the golf course where opencast mining took place. The above photograph taken at SO 58081 11243, looks NW across the valley to Poolway Farm and probably incorporates the site of the mine.

The gale was awarded to Edward Aston in 1842 to work the Trenchard seam at 'Milk Pond' in Pool Green farm. A condition of the award was that 'in case the supply of water for the town of Coleford shall be injured or diverted... the said Edward Aston, or his assigns, shall, at their own expense, make good any such damage' - J G Wood.



A probable collapsed level entrance to the Ruardean mine (SO 61938 17364) looking south

Photographs taken by Ron Beard, May 2004 (Ruardean) and January 2006

## Wallsend



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Evans	James	20/06/1882	26	Collier	A large stone weighing several tons fell suddenly from between two slips.
Vines	William	06/02/1884	17	Trammer	In pulling a tram of coal on to an incline his head came in contact with a prop. He walked home about three miles apparently little the worse, but died next day of suffusion of blood on the brain.
Watkins	John	10/02/1905	59	Miner	Fall of roof in a road which had been abandoned for some time and which he was repairing. He had crept along several yards in advance of the part repaired.
Timbrell	Thomas	21/02/1913	17	Labourer	Deceased was assisting to move an electric motor on a tram up an inclined road. The rails on which the tram was were loose at one end and one of them was 3 inches higher than the other. As he was passing the tram on the lower side the motor fell over upon him and then into a culvert. He also fell into the culvert and was so severely injured internally that he died very shortly afterwards. The condition of the tram road and the neglect to properly secure the motor upon the tram reflected very seriously upon the persons in charge of the operations.
Lea	William	15/10/1913	29	Collier	He was killed by a fall of clod shortly after entering his working place and within a moment or two of declaring, after examination of the clod, that it would not fall even if the two props set to support it were knocked out. There was no evidence that he had knocked the props out, but



## Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
					there was some doubt whether the two props were actually set under the clod or one under the clod and one under the rock at the rise side of the place.
Lea	Lionel	05/06/1917	20		Killed by the falling of 3 tons of stone. Stone had been loosened by a previous shot fired. Stone released by an unforeseen slip, in the Coleford High Delf Vein.

There are several surface remnants of the Wallsend Colliery including surface disturbances and probable air shafts. The three photographs of surface remains were taken at SO 6420 0860, the main one looking south.

Sopwith's 1835 map shows both a Wallsend pit and a free-drainage level. In 1827 William and Robert Todd of Kennington were granted, by William Cooper, a lease to the Wallsend mine for 1,000 years (this may be the same William Todd, a gentleman, of Ross who appears in connection with a number of mines - see also Tod's Level). The Wallsend gale included the Yorkley and Coleford High Delf seams. 8,847 tons of coal were produced in 1880.

The Wallsend Colliery Co was a substantial undertaking and there are references to the working of a number of gales from Wallsend Colliery, including the Findall and Pillowell United gales. In 1882 a heading had been driven 400 yards from the Wallsend Colliery into the Findall gale, which extended from Staple Edge to Ruspidge. When Eastern United opened it was necessary for them to drive through the Findall gale to reach the deeper levels of the Coleford High Delf seam. It was reported in 1907 that Wallsend were prepared to allow the Crawshays to do this for £1,250. The Crawshays offered £250 and the Crown suggested £750.

In 1920 the Wallsend Colliery was taken over by Howbeach.



*Building remains,  
looking east*



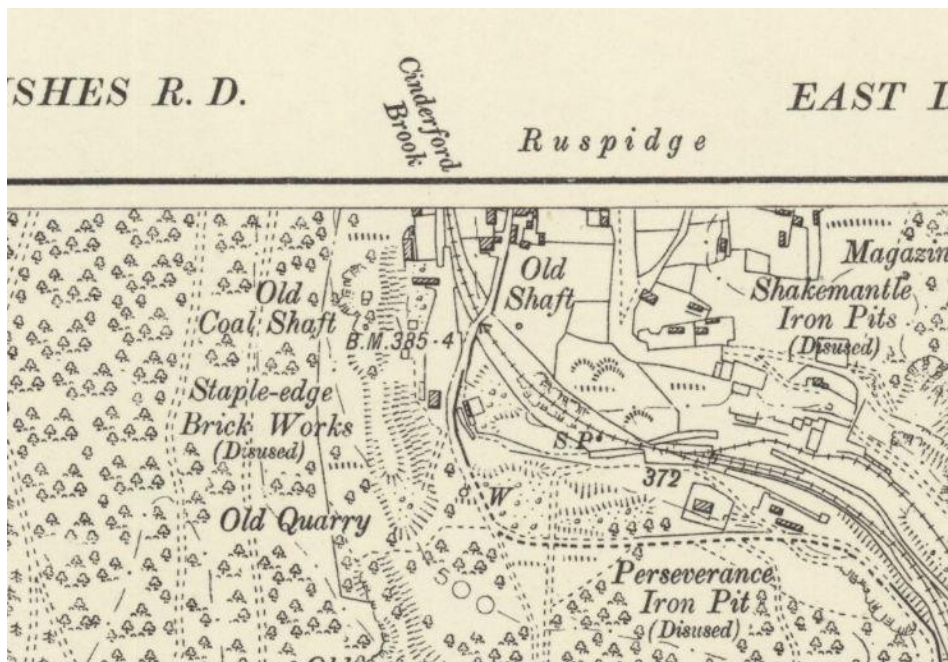
A surface depression, looking east



A possible air shaft near Staple Edge (SO 64766 09877) looking west

Photographs taken by John Precious, March 2004, and Ron Beard (shaft), November 2004.

## Walmer's Pit



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Faulk	Thomas	12/1/1867	54	Collier	Killed at Mr Walmer's Pit
Green	James	6/3/1867		Colliers	Killed at Walmer's Pit, Ruspidge. He was working at a heading, when suddenly a ton weight or upwards of coal fell upon him, killing him instantly.

Walmers, or Findall, Colliery had been commenced around 1866 and was worked by means of a shaft, the coal being brought out through a cut-out about 15 yards from the surface. The colliery is shown as 'Old Coal Shaft' on the map above. Crawshays later purchased about six acres of the Findall gale, including the shaft, to allow for the easier winning of the new Eastern United gale. The Walmers shaft was now flooded to a depth of about 50 yards and work on de-watering it began in October 1909. The main dipple passed to the side of the Walmers shaft and met an old roadway from Walmers pit-bottom. The old roadway thus gave an emergency way out and also provided ventilation for which purpose a fan was situated at the top of the shaft.

## Well Level



Photograph taken by Ron Beard, November 2004

### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Powell	George	02/09/1906	64	Owner	He worked this colliery with his two sons, and did most of the coal cutting himself. A piece of clod and some coal from the face fell upon him from a grime causing immediate death.

Well Level was one of many levels and shallow pits which worked the Coleford High Delf Seam of the Pennant Group (Upper Coal Measures) in the Hillersland, Berry Hill and Joyford areas. The exact location is uncertain, although there may have been several levels. The 1954 6-inch OS maps shows a coal level at SO 569 119; the 1894 map of coal and iron gales shows Well Level northeast of the Lower Berry Hill crossroads, near SO 573 120 (the above photograph was taken from SO 57277 11986, looking ENE). The sites have now been levelled or subject to opencast mining. Well Level produced only 68 tons of coal in 1880.

## Wellington



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Taylor	Ephraim	15/04/1853		Boy	Fell out of cart in pit. A boy.

The remains of Wellington Colliery, near Brandricks Green, are marked by the former tip and by some stonework, as seen above (SO 64485 09715).

A gale was granted to George Morse of Yorkley in 1842, and passed to James Dobbs of Moseley Green in 1856. Wellington Colliery was situated on the Severn & Wye Railway's Kidnall's Mill Branch tramroad, completed in 1844, and was reported as idle in 1852. By February 1926 the colliery was in receivership.



Wellington tip taken from SO 6348 0969, looking SE

Main photograph taken by Tony Middleton, March 2004, Wellington tip by Ron Beard, September 2004

## Wimberry



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Rudge	Thomas	24/07/1871	29	Engine man	Fell under the quadrant of pumping engine. As engineman during a strike at the colliery he had been investigating an engine stoppage.
Baynham	Amos	27/07/1903	47	Collier	He was in a stooping position wedging bottom coal at the face (Coleford High Delf), when about 2 cwt. of top coal fell upon him. A sprag was set against the middle of the coal but not having been well set was thrust out by the coal which fell. The accident was apparently due to insufficient and careless spragging which the supervision of officials is intended to prevent.

There is plenty of evidence to show the whereabouts of Wimberry Colliery. In addition to the shaft, there are walls and abutments for a former bridge, which carried dirt trams across the Severn and Wye tramway. The main photograph shows bridge abutments (SO 6014 1216) looking SE down the tramway.

Wimberry Colliery was situated on Old Furnace Level gale, and was already in existence when the Severn and Wye Railway's Wimberry branch tramroad was built in about 1810. The colliery was leased by David Mushet in 1821. However, shaft sinking does not appear to have been completed until after the gale was acquired by Trotter, Thomas and Co. in 1864. The shaft cut the Coleford High Delf Seam of the Pennant Group at 129 ft and reached a depth of 264 ft. There was a connection with Mushet's Old Furnace Level in Howlers Slade. In 1868

the section of the Wimberry tramroad below the colliery was replaced by a broad-gauge line, although the upper section remained in use as a horse-drawn tramroad. By 1885 the company was in financial difficulties and the gale went to the Wimberry Colliery Co in 1891. There were problems with water, and the workings were flooded on 20th December 1897, six miners having to be rescued. By this time the colliery was virtually worked out, and it was sold to the Cannop Coal Co Ltd in 1908.



*Wimberry shaft, looking ESE*



*Stone bridge abutments, looking SW*



*The remains of a wall, looking SSW*

Photographs taken by Ron Beard, June 2004

## Winn-all



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause	Mine
Blanch	Stephen	03/05/1815	22	Collier		Futteral
Blanch	Joseph	03/05/1815	19	Collier		Futteral
Benfield	John	25/11/1856	28	Collier	Fall of roof.	Win-all Level

There were a number of mines in the Fetter Hill area, Wood mentions the Winnal mine, also known as Upper Success Level, or as Birch Hill Folly Level. An assumption has been made that this also includes the Winnel Level, illustrated in the above photograph (SO 59230 08835) looking north.

Also, according to Wood, John Blanch of Fetter Hill was awarded the remainder of Birch Hill Folly Level. A level, known locally as Birch Hill Folly, is situated near the Winnel Level, in the garden of a house, owned for many years by the Blanch family. It is therefore reasonable to suggest that the Futteral Level, where the two Blanch brothers died, is the same mine (the names of the mines have been included in the above table for clarity).

Winnall (or Winnel) Pit is shown just west of Nagshead Lodge on Sopwith's 1835 map, and Winnall Deep Level is shown near Fetter Hill (at SO 592 090). Like nearby Success Level, Winnall was galed to Trotter, Thomas & Co in 1841 to work the Coleford High Delf Seam of the Pennant Group. At that time the colliery was producing about 6,300 tons of coal per



annum. It was close to both a branch of the Monmouth Tramroad and to the Severn and Wye Railway's Milkwall (later Coleford) branch tramroad, which gave access to Lydney Docks. Bick (1989) does not give a production figure for 1880, so the colliery may well have closed by then.



*The former  
Blanch  
residence  
with level  
entrance in  
the garden  
(SO 59312  
08793)  
looking NE*

Photographs taken by Ron Beard, December 2003

## Winner

Fatal Accidents					
Surname	Forename	Date	Age	Occupation	Cause
Holder	William	08/12/1839	40		Fell down shaft after backing a coal truck - truck fell upon him at bottom.
Miles	William	20/01/1854	44		The deceased and six other miners were on the skip. In readiness to go down the pit, and before the engine was ready to lower the skip, when from some cause (supposed to be a fit) the poor man fell off the skip and was precipitated to the bottom, a distance of some 180 yards.

The site of the Winner Colliery has disappeared under land reclamation, it was in the vicinity of SO 644 150, close to the Bilson - Churchway tramroad. The second fatality (William Miles) was recorded as taking place at Crossways Colliery but, according to Eric Morris, this was the name given to one of the 'Winner' shafts. There has been a Crossways Colliery near Coleford, but this was a level, and according to a contemporary newspaper account of the accident the mine was located 'near Cinderford'.

Winning or Winner Colliery formed part of Bilson Colliery and later part of Crump Meadow, all of which were originally owned by Edward Protheroe, with Aaron Goold acting as his agent. By about 1833 the two 390-foot shafts at Winning Colliery were the only ones of the four forming Bilson in use. A 30-inch steam engine was operating in 1841 when about 63,000 tons of coal were raised, mostly from the Churchway High Delf Seam of the Supra-Pennant Group (Upper Coal Measures). The pit was alongside the Churchway branch of the Forest of Dean Tramroad, converted to broad gauge by the South Wales Railway in 1854. By 1864 the Churchway Seam appears to have been largely exhausted. However, the pumping engine may have continued in use in conjunction with Crump Meadow Colliery at least until 1878, with a tramroad from Duck Colliery being used to bring in coal for the boilers.

## Woodside



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Phelps	Charles	15/03/1856	11	Driver	Run over on railroad.

The site of the former Woodside Colliery is marked by an old waste tip, as seen in the above photograph (SO 623 167) looking approximately NW.

Although the gales were not granted at that time, work on Woodside Colliery, by Giles Griffiths and others, was begun in 1832. The Woodside gale was worked in conjunction with East Slade gale, and there were two shafts of about 180 ft which exploited the Coleford High Delf Seam of the Pennant Group. However, the colliery was not working in 1841, and the gale may have been sold off soon afterwards. By 1852 it was being worked by the Woodside Colliery Co., but seems to have closed in the mid-1860s. There was a tramroad from the colliery to Churchway by 1850, and sidings were provided on the South Wales Railway's Churchway Branch in 1854. The Woodside gale was later worked as part of East Slade Colliery.



*A more distant view of the tip showing its situation, looking approx west*

Photographs taken by John Bramwell, March 2004

## Wynol's Hill



### Fatal Accidents

Surname	Forename	Date	Age	Occupation	Cause
Moseley	Leslie	14/03/1957	37		Asphyxiated by the falling of a piece of timber at the face. This released a fall of dirt from the roof which pinned him and killed him.

Wynol's Hill Colliery was operated by Bernard James and Sons from the 1930's to the late 1950's. The 'New Hawkins' gale, in the Coleford High Delf, had previously been worked by the Brown family of Wynol's Hill House. The workings were widespread across the Wynol's Hill estate, however, when the fatality took place, the gale was being worked from a level which disappeared with the opencast working of the area, now part of Forest Hills Golf Club. The above photograph, taken from SO 5805 1146, looking NE, shows the general area.