

Reg. Charity No. 517647

Newsletter No 87

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Groverake at Risk



Photo: Jean Thornley

Most of the former lead and fluorspar mining site near Rookhope, including the iconic headgear, is set to be demolished by September 2016. A committee has been formed under the name of 'Friends of Groverake' and it will attempt to preserve the headgear. Friends of Killhope support this group and up to date information can be seen on their Facebook page: www.facebook.com/Friendsofgroverake.

Reminders

Message from your Membership Secretary

Please can members who pay by standing order check that their bank is paying the correct amount. Please see the membership form on the back page for current fees. Thank you.

Message from your Newsletter Editor

Thank you to all who have contributed articles for this newsletter. Please send submissions for the next newsletter to Richard Manchester at rmanchester@btinternet.com or by post to Vine House, Hedleyhope, Bishop Auckland, DL13 4BN.

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The Buddle House Wheel - Our Opportunity to Contribute to the Museum's Future

By Dick Graham



Most members are familiar with the waterwheel at the north end of the Buddle House but some may not know its history. The wheel was obtained, restored and erected on the Buddle House by the Friends in memory of Eric Ryan, the Durham County Council man who drove the development at Killhope from a derelict mine site to a nationally acclaimed museum.

The wheel was manufactured in Wales by Bridgend Foundry, Cardigan, but rescued from a site in Devon. For more than 25 years the wheel has rotated at the end of the Buddle House for the benefit of visitors but has not done any work. Now that the Buddle House has a new roof and new floor the Friends have been invited to utilise the power from the wheel to drive something which will enhance the museum visitors' experience.

The initial thoughts are that we will use the opportunity to demonstrate different forms of energy, potential energy from the head of water, kinetic energy and electrical energy utilising, in the main, components from 12volt automobile electrics. We will require a mechanical drive from the wheel which will need to be speeded up to drive an alternator and then a number of electrical circuits to enable switching to various components demonstrating light, mechanical work, heat etc.

We will explore the schools' curriculum to try and meet the needs of schoolchildren of various ages as well as entertaining and perhaps educating adults. In parallel we would

like to have construction kits to be used by children to model some of the energy sources.

This is an ambitious programme and we are appealing to any of our members who feel they can contribute in any way, or indeed if they know of anyone who could help, to contact the people named below. Once we have some firm ideas we shall seek financial support from appropriate funding sources.

The contacts for this project are Alec Manchester alec@durhamhens.co.uk and Dick Graham mrg@wingrovehouse.plus.com.

Linda Brown – Our New Treasurer



Photo: Linda Brown

The Friends of Killhope are very pleased to welcome Linda Brown onto our committee as Treasurer. Linda, originally from Rookhope and now living at Stanhope, has extensive experience of finance and fundraising in the charity sector and of working with volunteers. She worked for the RNIB (Royal National Institute of the Blind) for over ten years. As Community Fundraising Manager, she was involved with many high profile fundraising events such as abseiling from the Baltic building in Newcastle! She left RNIB shortly after her youngest child was born as she wanted to spend time at home with him. She will be an asset to the Friends and hopefully you will get to meet her at some of our events this year.

Lead Shipments from North-East Ports to Overseas Destinations in 1676

By Peter A. Lee

Introduction

The Dukesfield Smelters and Carriers Project [Dukesfield 2016] has been involved with transcribing various documents relating to the early lead industry, in particular documents associated with the Blakett family. A copy of some of the Port Books for 1676 has recently been obtained, which detail the shipments of goods from Newcastle, Sunderland and Stockton. Included in the entries in these books are records of the lead and lead ore shipped overseas during that year. A hand transcription of these entries has been undertaken, and this article presents an analysis of that data.

After a brief introduction to the port books and what they contain, the article looks at the overall shipments of lead from the main north-east ports, including the weight, number and pattern of shipments across the year, and the main destination ports. A more detailed analysis of shipments from Newcastle, Stockton and Sunderland is then presented. Finally, the shipments of lead ore are examined.

It should be noted that the transcription has not been fully verified against the original, and that the port record books themselves may not contain a full and accurate record of actual shipments. Nevertheless, the data shown here provides an interesting snapshot of lead-related shipments from the north-east in 1676.

Merchant Trade Port Book Records

The National Archive in Kew holds a collection of port books that capture details of merchant trade in the years 1565-1799. These books were originally created at the ports as a local record of the coastal and overseas shipping trade, including the customs duties paid to the Exchequer for goods sent overseas.

The port books for 1676 for the north-east cover the ports of: Newcastle upon Tyne, Sunderland, Stockton, Blyth and Seaton Sluice. There are two volumes, one containing entries associated with coastal shipments (i.e. within the country), and the other for overseas shipments [NclPortBook 1676]. This article is only concerned with the latter. There are 17 different sections in the overseas book, covering goods and wine inwards, and goods, coal and grain outwards, for each of those ports. The entries are from the end of December 1675 (after Christmas day) for 12 months (up to Christmas day in 1676).

The goods-out sections of the overseas port book list all of the recorded exports from the ports, detailing the name of the ship, the home port of the ship, the master's name, the destination, the name of the merchant responsible for the customs duty, details of the goods, and the total customs duty levied upon that shipment. A ship will typically carry goods for multiple merchants, each one listed separately as to the goods and duty charged. Thus, in what follows the term "a shipment" is normally referring to an entry in the port book associated with one merchant, rather than the total cargo on a ship on a single voyage. Note also that the master of the ship is sometimes also shown as a merchant through use of the abbreviation "Sd M^r" (i.e. Said Master").

A typical entry in the goods-out section for Newcastle is shown in Figure 1.

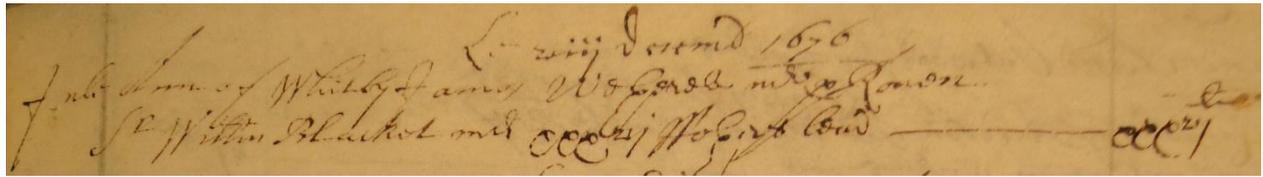


Figure 1. Typical Port Book Entry

The entry in Figure 1 records for the 8th December 1676, that the *Ann of Whitby*, with *James Wetherell* as the *master* was going to *Rouen*. The merchant responsible for this shipment was *Sir William Blackett*, an *indigenous* (English) merchant, shipping 36 *Fothers* of lead. The customs duty was £36.

Lead shipments are recorded in the port book entries as a number of fothers, and part-fothers recorded in two ways: (i) as a fraction of a fother (quarter, half, three-quarters), the convention used for Newcastle entries; or (ii) as a number of hundredweight, the convention normally used for Stockton entries. Of course, the number of hundredweight in a fother was not the same in different markets (e.g. 21 cwt in Newcastle, 22 in Stockton). However, it appears that for customs duties and records a standard-sized fother of 20 cwt (i.e. one ton) was used [Crouch 1725], and evidence of the duty paid for lead at the rate of £1 per fother (or 1s per cwt) in the Port Books confirms this.

Lead ore shipments are also recorded in the port book entries. The port book entries capture lead ore shipments in tons or hundredweights, along with the price at which the ore was valued per hundredweight.

No shipments of any refined lead or lead products were noted in the records. Also, there were no recorded lead or ore shipments from Blyth or Seaton Sluice, so they will not be considered further.

As an overview of the volume of the export trade for goods excluding coal and some grains, there were:

- 268 shipments from Newcastle, of which 92 included lead and/or lead ore;
- 234 shipments from Stockton, of which 81 included lead and/or lead ore; and
- 47 shipments from Sunderland, of which 9 included lead and/or lead ore.

Lead Shipments Overseas

The Port Books for the north-east for 1676 show that over 3110 fothers (or tons) of lead was exported to overseas ports, in 167 separate entries in the port book.

The majority of lead (1932 fothers) was shipped from Newcastle, followed by Stockton (900 fothers) and Sunderland (278 fothers). The percentages by weight and number of shipments from each port are shown in Figure 2.

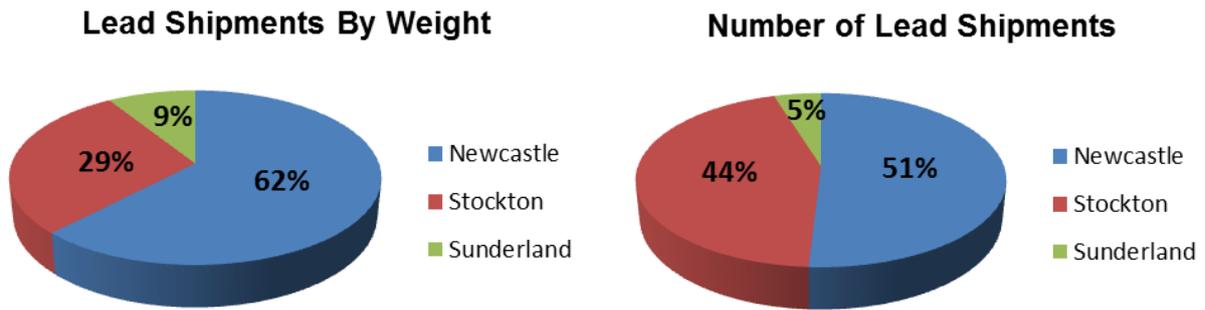


Figure 2. Lead Shipments From North-East Ports

The number of individual shipments, grouped into 10 fother bucket sizes, is shown for the three ports in Figure 3. There is a clear preponderance of small shipments (10 fothers or less), with Newcastle showing its dominance in larger shipments.

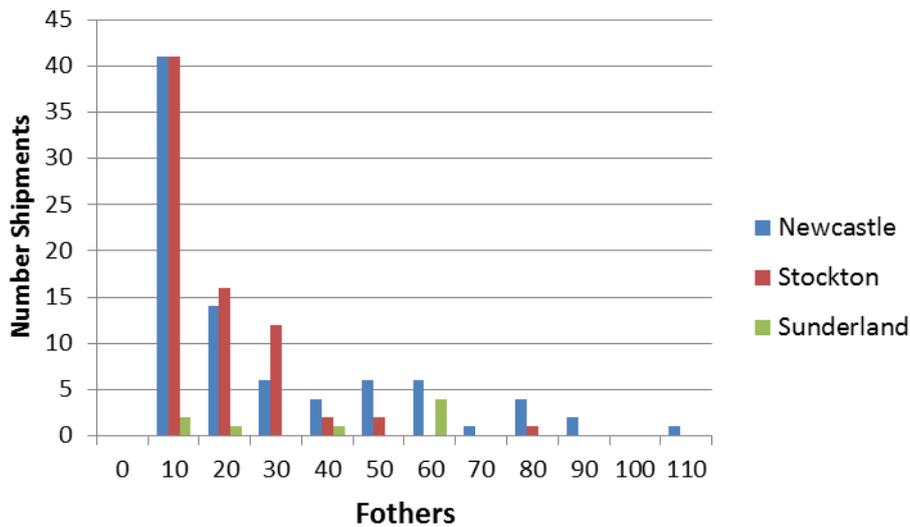


Figure 3. Shipments Sizes From North-East Ports

The average lead shipment sizes were: Newcastle 23 fothers over 85 shipments; Stockton 12 fothers over 74 shipments; and Sunderland 35 fothers from only 8 shipments.

A view of the lead shipments across the year 1676 is given in the radar plot in Figure 4, where the graduations show the total number of fothers shipped each month. Significant shipments start in January, peak in the summer months, and tail off from October to December. Perhaps the mariners wanted to spend their Christmas at home? The January shipments suggest that not all ports were closed during the winter.

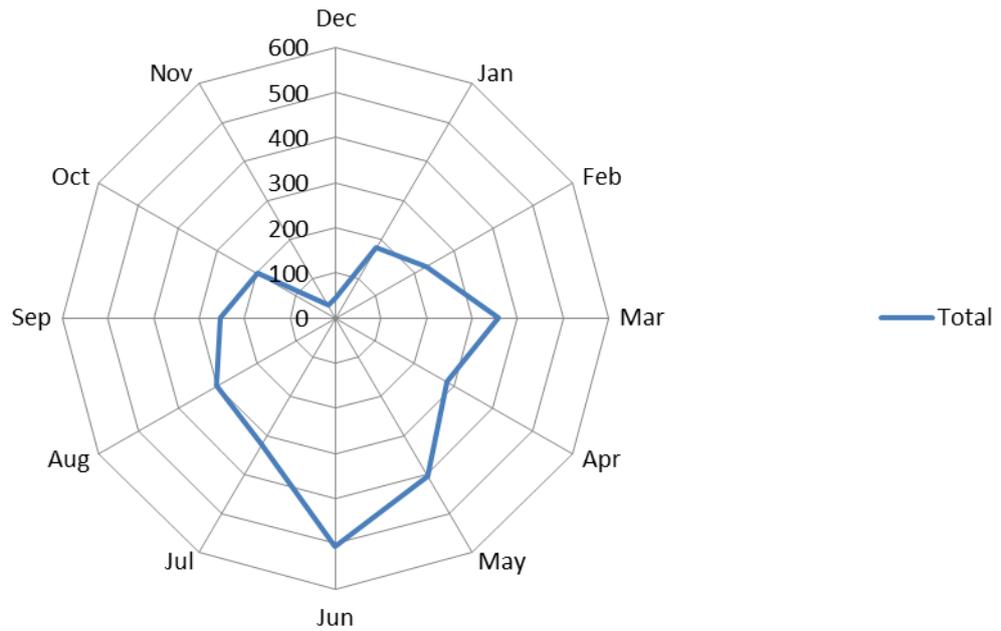


Figure 4. Total Lead Shipments (Fothers) From North-East Ports in 1676

A breakdown of the pattern of shipments by ports is shown in Figure 5. There does seem to be some correlation between the peaks and troughs of the shipments from Newcastle and Stockton. For example, Newcastle has peaks in April, June, and August, and troughs in May, July and October which align with troughs/peaks in the Stockton shipments. One might imagine that shortages in supply at Newcastle could result in trade being picked up by Stockton, or vice versa. However, whether such correlations are linked or occur by chance is difficult to determine.

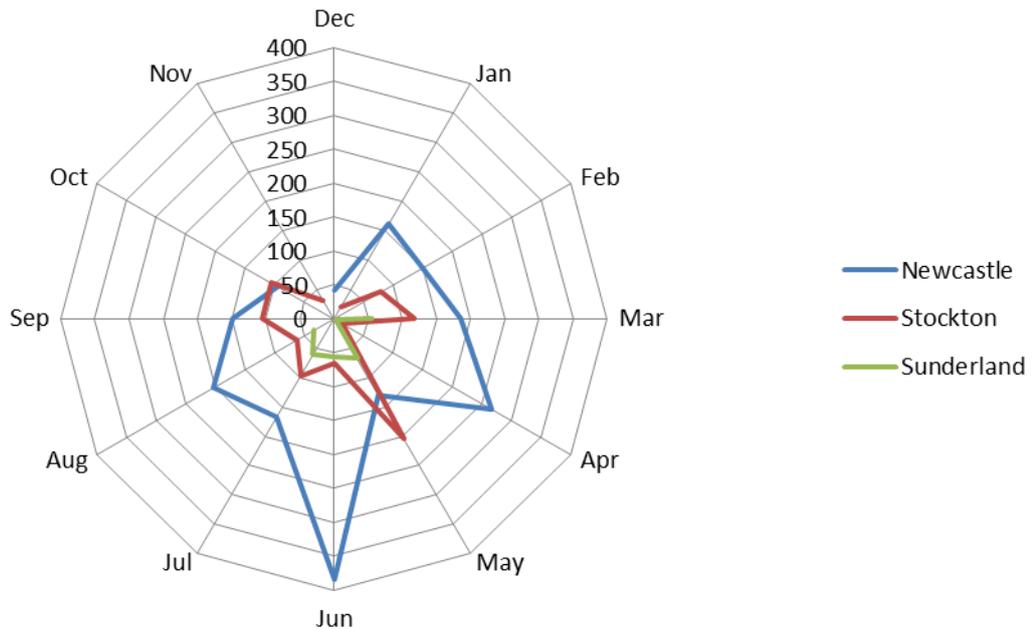


Figure 5. Lead Shipments (Fothers) Per Port In 1676

Overseas Destinations of Lead Shipments

Over 20 different overseas destinations are recorded for the lead shipments, although not all destinations have yet been clearly identified. Sometimes a port book entry records information about the ship, master or destination as what appears to be written as "p ld" – this has been assumed to be an abbreviation for "previous load" and hence refers to a previous full entry in the book, to save the writer (and transcriber!) some effort. Sometimes, however, such a previous entry for a ship hasn't yet been clearly identified. In particular, a couple of Newcastle shipments by ships from Leith fall into that category, although subsequent entries suggest that Leith was the usual destination and so that has been assumed.

The main destinations that received 10 or more fothers of lead in the year are shown Figure 6. Newhaven, as recorded in the port books, is believed to be Le Havre. Dansk could possibly be the Polish city of Gdansk. Suggestions are invited for the modern-day equivalent of "Callire".

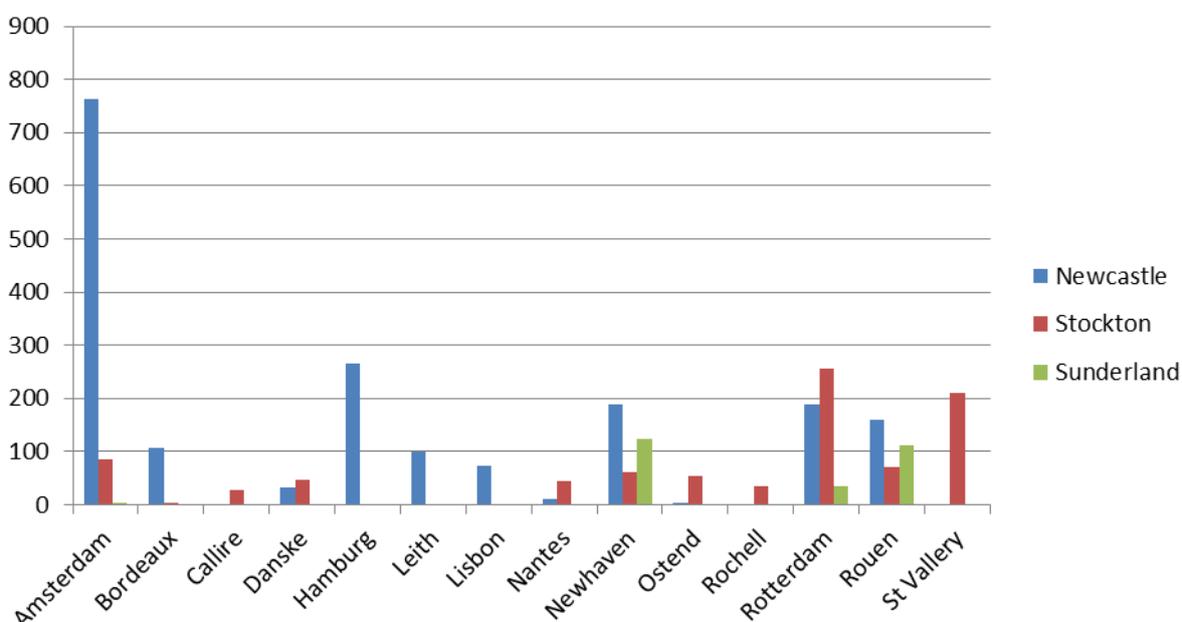


Figure 6. Destination Ports Receiving Above 10 Fothers Of Lead

Analysis of Newcastle Lead Shipments

Of the total of 268 shipments in the goods-out section of the overseas book for the port of Newcastle, 85 (32%) included lead, with a total weight of 1932 fothers. Approximately 50% of the shipments were to Holland, and 24% to France.

Overall, 57 different ships moved lead overseas from Newcastle. Ships with Newcastle (and Shields) as their home port accounted for 40% of the fothers; Sunderland for 15%; Whitby for 14%; Yarm for 11%; and Stockton and Leith for 5%.

40 different merchants were responsible for the lead customs duties. Only three of those merchants were recorded as foreign.

A massive 78% of the lead was exported by four merchants with the surname *Blackett*, across 35 shipments. The next highest merchant was *John Forshaw*, recording only 4% of the total weight through one large shipment (74 fothers) in June. The merchant *Raine and Company* recorded the second highest number of shipments (only 4) with 1% of the total weight.

Thus it seems that the Blacketts had a virtual monopoly of lead shipments overseas from Newcastle. There were no Blackett shipments recorded from other ports. The Blacketts shipped lead every month except November in 1676, and because of their dominance of the Newcastle lead exports the monthly pattern shown by the blue line in Figure 5 is essentially that of the Blacketts' shipments.

There are a number of forenames used in the port books for the Blacketts. The straightforward one is *Michael*. There are then various forms of *William*:

- One form used is *Wm and Company*, which has been transcribed as *Sir William Blackett*.
- A second form explicitly identifies *Sir William Blackett*.
- Another form is just straight *William* which is associated with just one small lead shipments. This has been assumed to be (the second) William the younger, Michael's brother. On some pages William and Sir William both appear, suggesting that the older William is always explicitly identified, although not always with the inclusion of "Company".
- A final form is *William and Christopher* which must be Michael's brothers, which appears against one small lead shipment.

Returning to the 35 Blackett lead shipments of over 1500 Fothers, Sir William (i.e. the company) accounted for the majority of the Blackett shipments by weight (93% over 30 shipments), Michael with 6% (3 shipments), William with 1% (1 shipments), and William and Christopher with 1% (1 shipment).

It is known from the Michael Blackett letters documented in the Dukesfield archive [Dukesfield 2016] that around this time Michael was starting to strike out on his own and trying to establish his business separate from his father. Lead shipment duties were charged to Michael in February, March and June, but not subsequently. Other goods were shipped by Michael (e.g. stockings), but that is another story, and whether Michael established himself fully as an independent lead trader will require further examination of the port books for subsequent years.

The destination ports for the Blackett lead shipments are recorded in Figure 7. Sir William shipped lead to all of these ports, except the one entry for "Scotland" which has been associated (perhaps erroneously) with William. Michael only shipped to Amsterdam and Rotterdam.

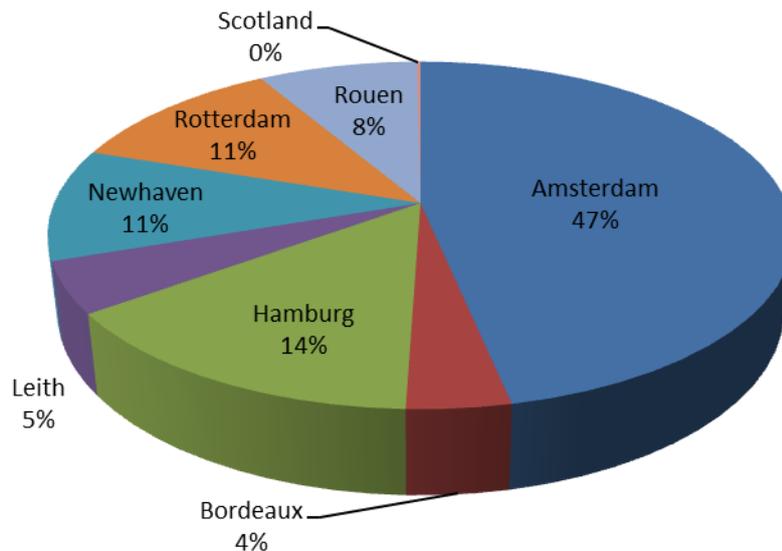


Figure 7. Destination Ports For Blackett Lead Shipments

Analysis of Stockton Lead Shipments

Of the total of 234 shipments in the Goods Out section of the overseas port book for Stockton, 74 (32%) included lead for a total of 900 fothers.

As can be seen from Figure 5 above, for Stockton the most frequent destinations were Rotterdam with 28%, St Vallery recording 24%, and Amsterdam showing 10%. Overall approximately 53% of Stockton lead shipments were sent to France, and 38% to Holland.

13 merchants were involved with the lead shipments from Stockton, one recorded as foreign. The merchant recording the highest total weight shipped was Robert Jackson, who accounted for 46% of the shipments. John Wells recorded 24%, William Atkinson 12%, and the rest of the merchants having single digit percentages of the total weight.

19 different ships were involved in the Stockton lead shipments, with far and away the most weight being carried by ships registered in Stockton (85%), with London second at 10%. No Newcastle- or Sunderland-based ships were noted.

Analysis of Sunderland Lead Shipments

Of the total of 47 shipments in the Goods Out section of the overseas port book for Sunderland, 8 (17%) involved lead for a total of 278 fothers.

4 merchants were involved with shipments, all recorded as indigenous. Thomas Grainger accounted for 94% of that lead, with 4% from James Grainger.

Again, as can be seen from Figure 5, most Sunderland lead shipments went to Newhaven (i.e. Le Havre - 45%) and Rouen (41%). Overall 85% went to France and 14% to Holland.

4 different ships carried lead from Sunderland, the two Sunderland-registered ones accounting for 98% of the admittedly small number of shipments.

Lead Ore Overseas

The port books record 76 tons of lead ore being shipped from Newcastle (9 shipments, 50 tons), Stockton (11 shipments, 23 tons) and Sunderland (one shipment, 3 tons). The only two destinations for the ore were Amsterdam (56%, all from Newcastle) and Rotterdam (9% Newcastle, 31% Stockton and 4% Sunderland).

As was mentioned earlier, the records capture the stated value of the ore, and the three values appearing in the records are 5 shillings, 6s 8d, and 20s per hundredweight. The latter must have been very valuable ore. These ores attracted duty at 3d, 4d and 12d per hundredweight respectively. Such ores must have been high-grade ore, such as Potters Ore used in pottery glazing, to make it worthwhile to be shipped as ore rather than be smelted into lead.

The ore from Newcastle was of the 5s variety. Sunderland's one shipment was valued at 6s 8d per cwt, while Stockton had three shipments (in the same month) of 2 tons of the expensive ore, one shipment of over 3 tons at 6s 8d, and 18 tons of the cheap stuff at 5s.

Eight indigenous merchants were recorded for the ore customs duties. The Blacketts were not involved in this trade, although the biggest merchant for Newcastle shipments was John Vaughan, the master of the ship John which carried several of the Blackett lead shipments. Vaughan was responsible for 57% of the Newcastle custom duties, with Thomas Smith a further 36%. For Stockton duties, John Wells recorded 52%, William Webster 39% and Robert Jackson the remaining 9%. Finally, William Stringer recorded 100% for Sunderland.

Summary

It is impossible to draw firm conclusions or connections from one year of detailed port record data, and the purpose of this article is primarily to present some of the raw export data for lead and lead ore in 1676.

It is clear that Newcastle and Stockton were both important export ports in which lead played a large role, although its overall significance is difficult to determine. There were of course other goods being exported from the ports over the year. For example, over 193,000 pairs of stockings and over 900 tons of butter have already been transcribed from the goods-out sections. However, the coal-out sections of the port books have yet to be transcribed but show many more exports from Newcastle than the other ports, as might be expected.

As far as lead was concerned, the Blacketts dominated. Stockton also had a dominant lead merchant in Robert Jackson, and Thomas Grainger ruled the roost for the small number of lead shipments from Sunderland. Perhaps all ports had a dominant lead merchant?

All three ports' records show that ships from that port (their home) carried most of the lead exported from that port. That is probably not surprising, with merchants preferring to use the ships and Masters from their local port. With the large volume exported by the Blacketts, it is also not surprising that they had to use ships from wider afield.

As has been mentioned, only overseas export records have been examined here, and there are also lead shipments recorded in the coastal port book. They will be transcribed and examined subsequently to help fill-in the picture of the lead industry in the north-east in the late 17th century.

Acknowledgements

Thanks are due to Ian Forbes and Greg Finch for background information and comments on earlier drafts of this article.

References

- [Dukesfield 2016] Dukesfield Smelters and Carriers Project, <http://www.dukesfield.org.uk/>
- [NclPortBook 1676] Exchequer: King's Remembrancer: Port Books, E190 196/6 (overseas), E190/196/8 (coastal), National Archive, Kew.
- [Crouch 1725] H. Crouch, *A Complete View of the British Customs*, 1725.

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Book Review: Images of Industry by Ian Forbes

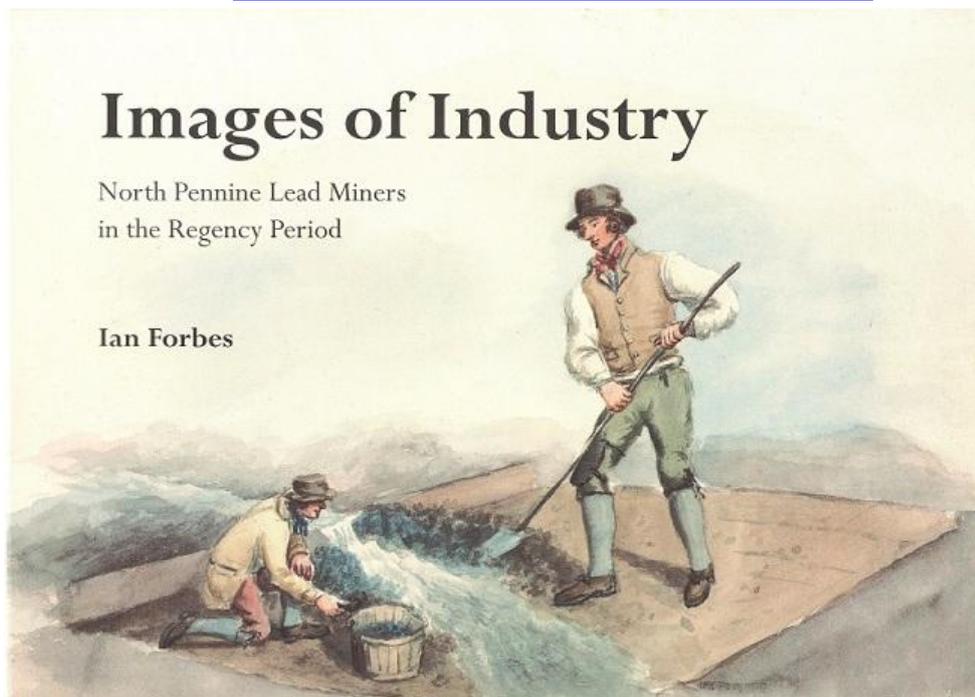
By Helen Cannam

This is a beautiful book. It's also very much more than a decorative addition to the coffee table.

Years ago, when I was doing research for a novel set in 1818, Ian Forbes kindly pointed me towards a set of entrancing pictures of leadmining life in the North Pennines from precisely that period, held in the library of the Science Museum in London. I found them inspirational then. Now, reproduced and thoroughly explained under Ian's scrupulous editorship, they have emerged in this book as a wonderful resource for understanding the history and development of leadmining in our region. Here, the reader can see in detail the way the leadminers worked - and played - the implements they used, and how they used them. There is a whole social and industrial history within these pictures. But this is no dry academic tome. The pictures are delightfully entertaining, sketched by someone with a sharp eye for the human or animal touch, from dogs greeting one another while their owners talk, to washer-men huddled under a 'fleaek' against the bitter rain while they eat their dinner.

Ian's editorship adds necessary explanation and illumination, while he's also done some skilful, and convincing, detective work as to the identity of the hitherto anonymous artist who so lovingly depicted a vanished way of life. The result is a must-have book for anyone with an interest in the leadmining history of the North Pennines.

Order online at www.friendsofkillhope.org/publications.html



Bryan Chambers

By Ian Forbes

Bryan Chambers died just before Christmas. His funeral was in January and the church was packed. Bryan's friends, came to pay their last respects, filled the pews, were sitting in the choir stalls and on the steps of the altar and there was standing room only at the back. Such a massive show of affection was only right. Bryan was held in the highest regard by everyone who shared part of his life. And the parts of his life were numerous. The young Bryan was brought up happily at White Kirkley near Frosterley – always “White Kettle” to him. Wolsingham Steelworks followed and then school-teaching. Throughout his life there was cycling, despite the ill health which dogged his steps and of which he never complained. The richness of his involvement in so many areas was remarkable. Beamish, and the Friends of Beamish, were very dear to his heart. He was a founder member and one time president of the Weardale Field Study Society. Friendships formed through cycling spanned the country. For us, though, his role in the Friends of Killhope was of immense significance. Bryan was absolutely crucial in establishing the credibility of the Friends.



Bryan Chambers at Killhope

He, together with his wife Dorothy, volunteered for the committee when the Friends of Killhope were first established thirty years ago. And Bryan took on the task of editing and producing our newsletters. He already had a range of contacts whom he could ask

to contribute to the newsletter. Over the following years he established and nurtured many more. Gentle, enthusiastic, totally committed to his self-appointed task – people wanted to write for Bryan. As a result the Friends of Killhope newsletter rapidly became established as a serious, informative and enjoyable journal. When you thumb back through the copies now you realise again how much really good research and writing was packed into each issue. And part of Bryan's genius was to ensure that every time there was a variety of topics and areas covered, be it geology, social history, industrial and technological history or any other topic falling under the broad church of North Pennine mining. The newsletters became a major reason why people elected to join the Friends of Killhope, and they were Bryan's creations.

Three classic books followed, with Bryan cajoling his authors into writing longer pieces and then undertaking all the tasks of editing and seeing through to print. Each of these Friends of Killhope publications took endless hours of Bryan's time and all are terrific volumes, now much sought after in the second hand book market.

Bryan and Dorothy worked as a team and everything they did, they did together. They took the road from Durham to Killhope hundreds of times and of course whenever there was a special event on, or a volunteering opportunity. Bryan's regular greeting "Owt Fresh?" became familiar words at the museum. The range of things that Bryan got involved in at Killhope was huge. He, together with his close friend Russell Parkin, was instrumental in the retrieval, restoration and installation of the two smaller waterwheels at Killhope – those on the buddle house and powering the Brunton buddles. When there was a Victorian day, Bryan and Dorothy were there in full costume, often with a gaggle of Friends of Beamish cyclists whom they had persuaded to join them. Bryan took it upon himself to completely reconstruct a spar box given to me by John Gall of Beamish Museum. He had to start by learning the technique from scratch and then putting it into practice, crafting over countless hours a miniature masterpiece. And who, once seen, can forget Bryan's unique quoit throwing action every annual quoits competition.

In those early years of Killhope, when staff and volunteers together were building something very special, Bryan was at the heart of most of it. Killhope and the Friends of Killhope owe Bryan a very great deal.

And of course he enjoyed it all. He often remarked afterwards that it was a privilege to have been part of that time. Yes I'm sure it was, but it was a privilege to have had Bryan as part of it.

Bryan Chambers was a colleague and a friend to me, and, as his funeral service demonstrated, to many many others. It was good to have had the good fortune to have been part of Bryan's life – a man who, as more than one said at the funeral, epitomised the words "gentle man."

Killhope, 50 Years Ago

By John Sheppard

In about 1960 the Society for the Protection of Ancient Buildings asked Durham County Council to preserve the ruins of Park Level Mill at Killhope. The mill had effectively been abandoned since about 1908, apart from the destructive attention of scrap dealers. The DCC Museum Sub-committee paid a visit to the site in about April 1960 and estimated the cost of restoration as £6000. It is not apparent that the matter was then further pursued.

The Civic Trust for the North East was formed in October 1965 “to launch a drive to make the area a better place to live and work.” Almost immediately it was announced that a Durham graduate, Neville Whittaker, then a lecturer in archaeology at Hull, would be its first director. Within the week the new Director was outlining what *The Northern Echo* described as “big ideas for the area” (Harold Evans, then editor of the newspaper, was a trustee). The Director hoped to have the rudimentary organisation of a volunteer youth corps ready by January. The first results, he said, might be seen by the next spring.



Park Level Mill and Wheel

John Winter, eight years an electrician with the National Coal Board and based at Thornley Colliery, near his home in Ludworth, was seconded for one year in order to become a Community Service Volunteer heading the new Civic Trust's youth corps. Also a volunteer with CSV from January 1966 was Chris Fox, who was taking what we would now term a gap year, between school and university. He and John, with the

encouragement of Neville Whittaker, were tasked with identifying suitable projects for young volunteers to undertake “with suitable supervision”.

John's recollection is that he read an article which advocated tidying the Park Level site by demolishing what remained of the buildings, because it was “an eyesore”. John saw this as an ideal project. “Just think,” he says now, “if it hadn't been for me seeing an article in *The Northern Echo* the place wouldn't exist as it is today.” Certainly there was a piece in *The Northern Echo* in February 1966, headed “A Relic Worth Keeping” - “Park Level Mill never fails to attract visitors. But those who go to see the remains of the water-driven lead ore-crushing plant at Killhope have little to encourage them...It is a superb example of what should be preserved for present and future generations...with money spent on tidying and providing information about it, visitors could reap the reward for their curiosity...It stands proudly in the lonely moorland of Upper Weardale but if somebody does not take action soon it will just crumble away.”

It was decided that a working party should convene at Easter 1966. Already, in December 1965, a group of six young people from Billingham Campus (or “children”, as they were then termed in the newspaper) had volunteered to join the Civic Trust's “Big Clean-Up”. John and Chris recruited further young people, a grand total of 48, each expected to spend 4 days and no more than a week at the camp, from a variety of places in the area. “It was interesting having borstal boys and police cadets working together!” comments John. Members of those two groups may or may not have been strictly volunteers. Others, recruited via International Voluntary Service, local schools and the university, certainly were. In the case of this particular writer, a postcard on a notice-board somewhere in Durham University attracted his attention - the work sounded interesting, especially when coupled with the offer of free board and lodging. He even brought his fifteen year old brother.

The Northern Echo was enthusiastic “Beginning of Eyesore End” headed one article - “The neglected buildings are crumbling but John and the youth corps volunteers aim to change all that” and “Youth Corps Lead” was the title for an *Echo* leader at the end of March - “An exciting idea with great possibilities looks like getting away to a good start this Easter. A party of 20 young people is to tackle the dereliction of an old disused lead mine at Killhope in Weardale. Organised by the North East Civic Trust the party will spend a fortnight working to clear up the eyesore aspects of the site. At the same time they will be doing something to enhance the looks of a relic which is part of the North East's industrial heritage. What is so encouraging about this venture is not its scale – it is one site among hundreds of monstrosities in the region which need tackling and the working party is small – but the fact that it is happening at all....Now by the efforts of its young people the region is proving that it is capable of more than appeals for outside help. It is willing to roll up its sleeves itself. When the idea of a “youth corps” to tackle the eyesores was first suggested, a lot of people said it would not work – that the young people would not be interested. But they are.”

Heavy snow across the region in November and again in February must have led to some qualms. Easter 1966, however, presented simply typical Killhope weather – wind,

rain and, more often, snow. Fortunately, it was not severe enough to prevent the planned work on site, though it certainly enhanced the warm joys of make-shift accommodation in the former Lanehead School. Key person at that base was Freda Milburn, caretaker of the building, who enthusiastically took on the role of chief housekeeper and matron to the group. Her daughter Elaine joined in too, as did Tom, her husband who was the long-established postman for the Cowshill district.



Work begins on the mill and wheel

For the young people involved it was hard work in adverse conditions but the time spent was great fun and seemed well-worthwhile. We cleared rubble from the wheel-pit, made preliminary repairs to the lower wall fronting the jigger house, diverted the stream which was dangerously undermining the jigger house and the vital wheel support structure, protectively painted the wheel itself and fed its ancient seized-up bearings such quantities of easing oil that it could actually turn again. It was so exciting that no-one really wanted to leave and quite a few overstayed their contract. In retrospect it has to be said that the considerable amount of tidying and repair work achieved over two weeks by our inexperienced and largely unskilled workforce was limited in comparison with what was needed, and which subsequently has been undertaken. However, it did turn the tide for Killhope's fortunes.

Media interest in the project – *The Northern Echo*, *The Sunday Times* colour supplement (where Harold Evans had moved as editor), *The Times Educational Supplement*, Tyne Tees Television "...so, from Park Level Mill, it's back to the warmth of the studio and Roderick Griffiths", and even *Coal News* – ensured that our project gained a wide audience. Durham County Council expressed a firmer interest in taking the project further. It had recruited Frank Atkinson to its museums service (director at Bowes then Beamish) and no doubt his enthusiasm for industrial and folk history was vital in helping Killhope subsequently progress through its picnic-site stage and on to becoming the popular historical monument and educational museum of today.

Should a bunch of untrained and unrestrained young people have been allowed to take on what they did? What was that about “suitable supervision”? Almost certainly health and safety considerations now would render such a project impossible. “I almost lost my life when, after removing the last stone, the wheel suddenly started to turn when I was inside,” quips John Winter, now aged 75. “Ah, memories, memories.”

Thanks to John Winter, Chris Fox and Jane Sheppard (née Stefan) for contributing their memories and commenting on the draft of this article, to Chris Lloyd of *The Northern Echo* and to Darlington Library staff for their assistance in accessing past material from the newspaper, to Joan Robson of Northern Civic Trust for unearthing the North East Trust's 1966 annual report, and to Dick Graham for copying past issues of *FoK Newsletter*. Thanks also to Catherine Tomlinson and Shelagh Connor, in the Killhope office, for their encouragement.

For more personal accounts of what it felt like to take part in the 1966 working party, readers are referred to:

Lunnon, Margot, 1998, *Park Level Mill, Easter 1966* in Newsletter no. 42, 19-20

Sheppard, John, 2013, *Killhope 1966, a Personal Perspective* in Newsletter no.82, 12-16

Friends on the Internet and Social Media

Website: www.friendsofkillhope.org

- See our Calender of Events
- View our newsletters in colour
- Search the Friends' archive index online
- The membership area password is: **parklevel**



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And also on Instagram: [instagram.com/friendsofkillhope](https://www.instagram.com/friendsofkillhope)



Minutes of the Friends of Killhope 30th Annual General Meeting

11.00 am Saturday 23rd May 2015

Ireshopeburn Institute

Present – Dick & Margaret Graham, Ian & Pam Forbes, Margaret Manchester, Jackie Hamer, Brian Young, Linda Brown, Bryan Chambers, John & Jane Sheppard, Ian Emerson, Towan & Jennifer Hancock, Frank Bouweraerts.

Apologies - Don Borthwick, Sheila Barker, Bill Heyes, Alec Manchester, Neil Diment, Mike & Mave Luff, Frank & Chris Preston, Mike Boase, Richard Manchester.

Dick apologised for the clash of dates of AGM with NAMHO conference.

Previous minutes were accepted.

Chairman's Report

2015 has been a difficult year for the Friends as relations between the museum and the Friends have become strained due to our exclusion from involvement in the development of the new visitor exhibition and our subsequent criticisms of it. Despite supporting the successful Heritage Lottery bid and contributing £7,500, the museum chose to decline our offers of help and compounded our concerns by making mistakes and using many items belonging to the Friends without consulting us. We also have concerns about the ongoing developments. However there have been some changes in the organisation at DCC and also at the museum and we have had an initial meeting aimed at re-establishing the good working relationship which we have previously enjoyed. This will be covered later.

The Chair also reported the very sad news of the death of Trevor Bridges who served on the committee for many years and contributed a great deal to the development and to the visitors' enjoyment of the museum.

On a more positive note the treasurer, Margaret Manchester, has developed a FoK website which is proving very popular with members and a wider audience. We are also planning a series of events to celebrate 30 years since our foundation.

The Killhope site is recovering well from the storm damage suffered last year it seems it will continue in the ownership of DCC for the foreseeable future. (All Friends are welcome on site, including those critical of the display.)

There have been changes to the makeup of the committee during the year, Richard Manchester volunteered to take over the post of newsletter editor and, after stepping into the void left by Russell Parkin's sudden death, Louise Moore and Liz Whitfield have handed over the position of membership secretary to Margaret Graham.

Thanks once again to Dorothy and Bryan Chambers for continuing to progress book sales and to Peter Nattress for continuing to organise the annual quoits competition. Thanks to all committee members.

Statement of Accounts – at end of minutes.

Margaret was asked how many members we have, Dick answered approximately 180.

Election of Committee

Jackie Hamer to remain as secretary- proposed by Brian Young, seconded by Margaret Graham. Margaret Graham to remain as membership secretary - proposed by Pam Forbes, seconded by Ian Forbes. Richard Manchester to continue as newsletter editor - proposed by Brian Young, seconded by Bryan Chambers. Linda Brown to take over as treasurer - proposed by Ian Forbes, seconded by Margaret Graham.

Project Officer – Until now the position has been filled by the museum manager but DCC believe that changing legislation and attitudes mean that the Friends will no longer be responsible for carrying out major projects on site as they have done in the past (eg. Trommels, Brunton buddles, underground water wheel) and it is no longer appropriate for the museum manager to fill the post. The committee will consider this position at their next meeting.

Margaret Manchester to take over as Chair – proposed by Brian Young and seconded by Margaret Graham. Brian Young, Pam Forbes, Alec Manchester and Dick Graham will continue as committee members.

Ian Forbes then spoke about the huge contribution Dick Graham, and his wife Margaret, have made to Killhope Museum. At the very early stage of development Dick's expertise and positive attitude 'made things happen'. It seems he had a phrase 'we can do that' which meant a new keep was made for the wheel, cast iron wheels for the tubs and the underground wheel was constructed, all due to Dick and his knowledge and hard work. In addition to this Dick and Margaret also set up and carried out the onerous administration of the Blue Circle Landfill tax credits, which brought in a significant amount of money to Killhope. The archives are also another of his achievements which are an ongoing asset to the museum. The list goes on...

As the Chair of the Friends Dick was always relied on for his expertise and was truly a Friend of Killhope Museum. Dick replied that it had been an enjoyable experience.

He handed over to Margaret Manchester who introduced herself and welcomed new members to the committee. She will continue to work to re-establish positive relationships with Killhope staff. There has already been a positive meeting with Maria McArdle, Mike Boase and Anne Davison where a way forward to establish effective communication has been agreed.

Margaret will have regular monthly meetings with Mike Boase and feedback to the committee. Anne Davison has suggested 'Ask an Expert' cards be displayed alongside

selected items in the exhibition, so visitors can email the Friends at expert@friendsofkillhope.org – where we could use our expertise to answer specific questions and offer more detailed information. This was agreed as a good idea as it acknowledges a long term relationship and the expertise available within the Friends.

Margaret reiterated that Friends are all welcome to visit Killhope as she has had several comments about Friends feeling uncomfortable about visiting the museum. The proviso is that any comments need to be directed to Margaret not to staff at the museum.

The 30th Anniversary celebrations will involve a mobile exhibition with a presence at the three shows in Weardale – Wolsingham, Stanhope and St John's Chapel, and local venues, celebrating the work, money raised, skills, knowledge and dedication of the Friends over the last 30 years. There is also a Brains Trust type event planned and a celebratory Christmas party.

We are invited to attend the Victorian Day at Killhope on 23rd August, in costume, as many members as possible are encouraged to come along.

Tim Reed to continue as auditor, proposed by Pam Forbes and seconded by Bryan Chambers.

Any Other Business

Don Borthwick is aware that he agreed to update access to the archives but has not been able to do so due to illness. He will get to work on it when he has made a full recovery.

The museum is keen to have the archives on site but storage needs to be more suitable. Pam Forbes asked if there were plans to deal with the storage problems. Dick responded that he is advocating an extension to the visitor centre to rectify storage problems but was not aware of any plans to do this. It was said that the archives could not be an asset to the museum if they were not available to use.

Ian Forbes said that Peter Jackson was concerned that there was not one voice speaking on behalf of the mining heritage of the North Pennines and asked if FoK and NPHT could talk together. It was agreed that this should be discussed at the next committee meeting.

Margaret Manchester asked anyone who had written an article for the newsletter to speak to her after the meeting regarding permission to publish on the website. Permission in writing, or an e-mail, is necessary.

Dick Graham opened his gift which was very much appreciated.

The meeting closed at 11.50 am.

Annual Accounts 2014-2015

Friends of Killhope

Income and Expenditure Report for the Year Ending 31st March 2015

	£	£	2014	£
Income				
Bank Interest	9		12	
Grants and Donations	25		280	
Other Income	0		46	
Sale of Books	207		403	
Subs received	2194		2066	
		<u>2434</u>		<u>2806</u>
Expenditure				
Insurance	278		278	
Website	63		0	
Postage and Delivery	291		320	
Printing and Reproduction	191		366	
Professional Fees	165		195	
Room Hire	74		70	
Stationery	45		91	
Subscriptions	80		90	
Projects and Events	234		8855	
Travel & Ent	0		0	
		<u>1422</u>		<u>10265</u>
Surplus on normal activities		<u>1013</u>		<u>-7459</u>
Revaluation of book stock		0		1000
Surplus of income over expenditure		<u><u>1013</u></u>		<u><u>-8459</u></u>

Friends of Killhope

Reconciliation/ Statement of Assets as at 31st March 2015

	£
Opening Balance	
Current Account	4586
Deposit Account	12733
Cash	67
Assets	67836
	<u>85223</u>
Cheques not cashed	-214
	<u>85009</u>
Income less Expenditure	1013
Purchase of Assets	0
Closing Balance	<u>86022</u>
Represented by	
Current Account	5672
Deposit Account	12742
Cash	67
Assets	67836
	<u>86317</u>
Cheques not cashed	-296
	<u>86022</u>
Assets (Net Cost)	
Spar Boxes	11700
Book Stock	1400
Laptop	1759
Mineral Display	27000
Stairlift	12000
Miscellaneous	328
Deposit on Mineral Collection	5000
Cabinets	2600
Hudgill Silver Cake Basket	6050
	<u>67836</u>

I have examined these accounts and believe them to be a true and fair record,
based on the information provided



Mr. Tim Reed B.Com ACMA
The Books Accountants Ltd
Willimoteswick
Hexham NE47 7DD

What is Coldberry Gutter?

By Brian Young

Traditionally regarded as part of the Pennine lead mining landscape, several aspects of this prominent landscape feature invite speculation on whether it really is what it has for so long been assumed to be.

One of the rewards of leading guided countryside walks is the varied range of questions that arise in conversation along the way. While many are perfectly straightforward, some of the most interesting are those that challenge existing ideas and are difficult to answer. Just occasionally, having given some sort of answer, the question continues to recur in one's mind for some time afterwards: these, I think, are the really good questions.

One that turns up regularly when leading walks around Coldberry Gutter in Teesdale continues to cause me to reflect and question whether my usual answer is either correct, or even reasonable. The question is this. "Mindful of the huge size of this gully, always supposed to have been created by mining, where is the excavated material?" Like others, I have always followed the received wisdom and attempted to explain the feature as a mining opencast, without actually addressing the real problem contained in the question. It is, however, a very good question, and one which I find increasingly difficult to answer with any degree of confidence: it certainly deserves a better and more considered response than merely repeating the traditional view of its early mining origins and leaving it at that. As it occurs to so many of my companions on these walks, it might be interesting to explore some of the issues that prompt the question, and that increasingly puzzle me and give me problems in answering. Perhaps I may here be allowed to 'fly a kite' and hopefully to stimulate some discussion by taking a new look at this familiar landscape feature by speculating on some alternative views of its possible origins.

Coldberry Gutter hardly needs an introduction to anyone familiar with Teesdale or the lead mining landscapes of the Northern Pennines. It is that conspicuous notch on the skyline seen either from the head of the Hudeshope Valley or from numerous vantage points in Teesdale. Whereas almost every visitor to Teesdale will have seen it, rather fewer may have climbed up to it and experienced its true scale. If you haven't walked up to it and through it, do so: it is impressive, and a wonderful vantage point from which to enjoy the surrounding area.

Before attempting to 'fly my kite', and perhaps upset generations of mining historians, we need to look briefly at the geology of 'the gutter'.



Looking west from the top of Coldberry Gutter. Note the predominance of shale and siltstone in the side walls. On the left the hammer rests on the exposure of the Cleveland Armathwaite Dyke.

© B. Young

Geology of 'The Gutter'

Coldberry Gutter coincides with the surface outcrop of a fault which displaces the adjoining rocks downwards by between 7 and 30 metres on the south side relative to those on the north. On the north side of the gutter, beds between the Firestone Sill up to the Low Grit Sill sandstones are exposed, whereas on its south wall beds up to the horizon of the Grindstone Sill are seen. Although sandstones are prominent, a substantial part of this succession here consists of shales and siltstones, extensive exposures of which are prominent on both sides of the gutter. This fault fracture acted as an easily exploited pathway for mineralising fluids during the formation of the Northern Pennine orefield, around 295 million years ago, and it became the important vein system known to generations of lead miners as the Lodgesike-Manorgill Vein, which was worked underground, with varying success, from a number of places along its course.

Coldberry Gutter is also of geological interest in providing one of the area's few good exposures of the so-called Cleveland-Armathwaite Dyke. This near-vertical intrusion of dolerite is part of a remarkably extensive group of intrusive rocks formed as a distant expression of the volcanic activity that, around 65 million years ago, created the volcanic rocks of the Hebridean islands of Mull, Skye and Rhum: the Cleveland-Armathwaite Dyke can be traced intermittently from Mull to the Yorkshire Coast near Scarborough. Here at Coldberry, like the mineralising fluids over 200 million years earlier, the molten rock, or magma, which formed the dyke, found a comparatively easy pathway along the fracture occupied by the Lodgesike fault-vein system.

Coldberry Gutter and hushing

The accepted wisdom, which so far as I can establish never seems to have been challenged, is that Coldberry Gutter is an enormous opencast lead ore working on the Lodgesike-Manorgill Vein system, said to be one of the most spectacular of the Northern Pennine hushes. As such it is unusual in crossing a watershed, here between the Bow Lee and Hudeshope valleys [NY927 289 – NY939 291]: few, if any, other Pennine hushes do this.

Hushing is one of those processes associated with Pennine lead mining that is all too frequently misunderstood, or misinterpreted. It is still commonly portrayed rather simplistically as an early form of 'hydraulic mining' in which repeated releases of torrents of water from hillside reservoirs ripped away surface deposits and solid rock to reveal and work deposits of lead ores, eventually creating huge man-made valleys. Critical examination of remaining hushing dams and reservoirs reveals that the volumes of water held by them would almost invariably have been hopelessly insufficient to achieve the erosive force necessary to create the associated hush. Much more likely is that manual excavation by picks, shovels, crowbars and perhaps even explosives, would have been followed by flushing of the debris by water released from the hushing reservoirs. Whatever the reality of the process, huge fan-like spreads of debris typically lie at the foot of these hushes, except perhaps where immediately adjoining streams or rivers have removed them.

At Coldberry a small reservoir and its dam can still be clearly seen a few metres north of the gutter near its highest point on the watershed [NY930 292]. Like almost every other such reservoir known in the Pennines this could not possibly have contained anything like the volume of water needed to excavate a channel on the scale of Coldberry Gutter.

Although it has been suggested that most hushing across the orefield may date from the 18th century, there is little documentary evidence to confirm this and it seems possible that some hushing may be of greater antiquity. The dates of any hushing operations at Coldberry are unrecorded.

Nothing is known of the amount of ore that may have been obtained from Coldberry Gutter, though working on the assumption that it was essentially an opencast lead working, Dunham (1990) expressed the perfectly reasonable view that its great size must indicate that there was some worthwhile return for the substantial effort required to excavate it. It is known, and reported by Dunham (op. cit.) that the London Lead Company extracted substantial tonnages of lead ore from underground workings in the Lodgesike-Manorgill Vein, accessed from Red Grooves Level [NY924 291] and elsewhere, driven beneath the gutter, indicating that significant economically workable mineralisation was present, at least locally, at depth.

Is it really a hush?

This is the point at which my most frequently asked question becomes relevant. “Where is the huge amount of material excavated from this enormous hush?”. My response has to be “I don’t know”. A pretty poor answer to a perfectly reasonable question.

Unlike other major Pennine hushes there is no obvious fan-like deposit of debris beneath either end of the gutter. Whereas any such debris might be assumed to have become vegetated since its deposition, the form of such a large volume of material should still be recognisable, even obvious perhaps. Its apparent absence is curious. As the major streams in both the Bow Lee and Hudeshope valleys lie some distance from where such debris would have accumulated, they cannot be seen as having been responsible for removing this material. Whereas there are certainly accumulations of mining spoil on the hillsides beneath both extremities of the gutter, all can readily be linked with associated working levels and trial shafts related to underground workings. Moreover, none of these accumulations of spoil come anywhere near the volume of material that would have been generated by excavation of the gutter as we see it today. The problems then remains: where is the waste?

Reflecting upon this invites reconsideration of what can be seen, or more interestingly not seen, today in the gutter itself. It is rather odd that, if this had been excavated along a major mineralised vein, no traces of vein mineralisation or mineralised debris remain within it. Almost all material lying within the gutter has clearly been derived from the adjoining wall rocks. However thorough extraction was during any working, surely some vestige of vein mineralisation would remain, yet such material is conspicuously absent for most of the gutter. Whereas vein minerals are present on spoil heaps and old dressing floors on the adjoining moorland on the southern side of the excavation, these appear to be associated with shallow shafts sunk either to work the main vein fracture at depth, or branches on its southern flank.

Having raised these doubts, considering the rocks exposed today in the sides of gutter introduces other concerns. Over much of its length, particularly along its deep western section, the gutter walls are dominated by thick successions of shales and siltstones. Between such wall-rocks Northern Pennine veins are typically barren with little or no obvious sign of mineralisation. There is no reason to suppose that the vein at Coldberry differs from other Northern Pennine veins. On geological grounds, this then seems an unlikely place to expect a major workable orebody large enough to result in an excavation of this size.

Taken together these factors do seem to invite speculation on whether the gutter’s origins are quite as simple as has long been supposed.

If not a hush, what is it?

If Coldberry Gutter might not simply be a remnant of large-scale opencast lead mining, what else it could be? This is where I really am 'flying a kite'.

Not so far away in parts of Teesdale there are conspicuous narrow steep-sided channels, in many cases without any obvious associated stream, and far from any areas of lead mining or prospecting, which have been readily explained as natural features.

When viewed from the lower reaches of Teesdale, especially from the Middleton-in-Teesdale to Stanhope road, the hillside to the north of Eggleston near Knotts Allotment [NY995 262] is conspicuously serrated by a number of prominent notches. These are glacial meltwater channels, dating from around 10,500 years ago during the final melting of the last local ice cover, and carved by water that had been impounded by ice in the upper reaches of the Eggleston Burn. Very similar drainage channels can also be seen near Folly House, south east of Eggleston [NZ011 231], alongside the Eggleston to Staindrop road around Scroggs [NZ028 224], and at a number of other locations in the Eggleston and Barnard Castle areas. Detailed descriptions of these glacial features are given in the Geological Survey Sheet Memoir for the Barnard Castle area (Mills and Hull, 1976). These channels were cut rather rapidly by powerful torrents of glacial meltwater which generally carried the excavated debris far downstream, well away from the eroded channel, leaving little or no sign of any adjacent debris accumulations. Such meltwater channels commonly exploited weaknesses, such as faults, in the underlying rocks.

In view of some of the difficulties encountered in explaining Coldberry Gutter purely as an opencast mining excavation, I suggest that it is entirely reasonable to speculate that some of its features might be more readily interpreted as resulting, at least in part, from its origins as a glacial drainage channel similar to those nearby in the Eggleston area. It could have been cut by meltwaters impounded by residual ice in the upper portions of the Bow Lee valley in a very similar way to those at Knotts Allotment east of the Eggleston Burn. The rock conditions offered by the readily eroded shale and siltstones, fractured and weakened along the Lodgesike-Manorgill fault vein system, could have provided an easily excavated route for these waters at just the right topographic level. Such an origin would readily account for the presence of this prominent gully that breaches the watershed, and would also explain the obvious absence of any fans of debris derived from its excavation. The conspicuous absence of mineralised debris within the gutter is also entirely consistent with such an origin.

Some possible conclusions

These suggestions of natural processes do not completely eliminate the role of human activity in creating Coldberry Gutter as we know it today. It is quite possible that areas of mineralised ground may have been exposed in the drainage channel and that these attracted early mining interest, resulting in some surface exploration and possibly

working. The dam and reservoir on the north side of the gutter, mentioned above, may have played a part in these activities, though it may well have been more important as a source of water for workings well below the western extremities of the gutter.

To confirm, or otherwise, my suggestion of Coldberry Gutter's possible origin, in whole or in part, as a glacial drainage channel, would clearly require a detailed investigation of the post-glacial history of Teesdale. Whereas the available evidence is insufficient to discount it as a purely mining feature, it is, I suggest, worthy of careful consideration as offering some alternative answers to the recurring difficulties experienced in explaining the mining-related origins of this well-known local landmark. Coldberry Gutter could well be a glacial drainage channel subsequently modified by opencast lead mining.

If I am correct and it did originate as some form of glacial drainage feature, Coldberry Gutter may well owe its origins much more to the process of hushing, in this case entirely natural, than might have been the case were it the purely mining related feature it has for so long assumed to be.

If natural processes were the main factors in its formation Coldberry Gutter would not be the first such natural feature to be incorrectly attributed to human activity. Not so long ago, in a detailed survey of early mining landscapes, several undoubtedly natural gullies on a huge alluvial fan in the Caldbeck Fells were recorded as hushes, and an enormous, very obvious natural landslide on the Pennine escarpment near Appleby has been claimed as either a stone quarry or mining opencast. Whereas our mining landscape certainly owes much to human intervention, natural causes should never be overlooked or discounted.

References:

DUNHAM, K. C. 1990. *Geology of the Northern Pennine Orefield (2nd edition); Volume 1 Tyne to Stainmore. Economic Memoir of the British Geological Survey, England and Wales.* H.M.S.O.

MILLS, D.A.C. and HULL, J.H. 1976. *Geology of the country around Barnard Castle. Memoir of the Geological Survey of Great Britain.* H.M.S.O.

'Weardale at Night'

Our Christmas social evening took place at Stanhope Church Hall on December 19th and Gary Lintern, a Weardale photographer who specialises in night-time photography, kindly came along to show us some of his work. We were all very impressed with the quality of his pictures, many of which were taken in and around Killhope. We continued the evening with refreshments and conversation.

Where Did Pigs Come From?

By Ian Forbes

Many people know that blocks of iron cast straight from the blast furnace were called “pig iron” and the reason for this name seems fairly certain. Molten iron was tapped from the blast furnace and ran along channels in the casting sand, from which moulds for the individual iron ingots were positioned in rows at right angles to the main channel. These cast ingots thereby looked a little like a row of piglets suckling from a sow and the name “pig iron” arose.

The traditional cast ingot of lead is often also called a “pig” of lead. I had until recently assumed that this was a relatively modern term as applied to lead, and that it had been taken from the iron industry and applied somewhat incorrectly to lead smelting. After all, lead was not cast in the same way as iron, with liquid metal running into rows of moulds. Each piece of lead was cast individually, with the metal ladled from a pot into a mould. These were not suckling piglets.

I was sure that the correct and earlier term was a “piece” of lead. However I was wrong.

The term “pigg of lead” can be found right back in the middle of the seventeenth century.

I am grateful to Pete Lee for pointing out to me what, so far, are the earliest references we've found to this term. The first is from a lease granted by William Bowes in Teesdale in 1657 to Allan Nicholson to smelt ore into “Piggs”. The second is from a letter written by Michael Blakett in 1675 to a merchant in Rouen. Michael Blakett used the words “pig” and “piece” interchangeably as becomes apparent from another letter of his written in the following year, 1676: “The Sort of leed that I sell is in Piggēs or peeces w(hi)ch is comonly sold by the fudder of 21 cwt”.

So the name “pig” as applied to smelted lead has a much longer pedigree than I suspected. Did it, then, derive from the very early iron industry well before Abraham Darby's coke fired blast furnace of 1709 and the introduction of modern blast furnace technology, or did the name come from somewhere else altogether?



Runaway Train at Rookhope

By Margaret Manchester

This newspaper article appeared in 'The York Herald' on Friday April 30th, 1875. A train driver lost control of his train and it picked up speed as it careered down the valley towards Rookhope. The driver, fireman and a few miners getting a lift back from work had a lucky escape, although the engine and trucks were completely wrecked.

I spent my childhood at Rookhope and I had never heard this story. Nobody else seems to know about it either. So I thought I'd share it here:

SERIOUS ACCIDENT TO A RUNAWAY TRAIN IN DURHAM.

An alarming accident took place on Wednesday, in Rookhope. About one o'clock some of the inhabitants observed that a train of laden waggons was coming with great rapidity down the line from Grove Rake and other ironstone mines at Rookhope Head, towards Boltsburn, and such was the speed of the train that when it got to Boltsburn, a distance of about four miles, the engine jumped off the line, burying its head in the ground, while six of the waggons were thrown over the engine and smashed to pieces. As neither Thomas Foster, the driver, nor Mark Martindale, the fireman, were visible up the line, a number of people went off to ascertain full particulars of the accident. They had proceeded a considerable distance before they met the fireman and some miners. Martindale explained that when they had got a short distance on the line to Wolf Cleugh Bridge a screw joint on the supply pipe connected with the boiler burst, and the volume of steam emitted rendered it impossible for them to get to any valve, and thus they lost all control over the engine. Notwithstanding this, they remained at their post some time, and Mr. Foster, at the expense of a scalded hand, endeavoured to gain some control over the engine, but at last they both were obliged to abandon her to save their lives. Several lead miners were on the train, and on becoming aware that something was wrong jumped off with little personal injury with the exception of Christopher Martindale getting his head cut and some of the others slight skin wounds. The line from Grove Rake to Boltsburn is a slight incline, and though several of the brakes were strapped down, the train gathered speed. Some of the waggons were laden with ironstone and others "bouse" lead ore mixed with stone, and as far as the engine and about six waggons were concerned, the wreck and smash-up was complete. The proprietors are the Weardale Iron and Coal Company.

Addicted to Lead Down Under

By Roger Morris

On a bucket list of must see sights in Australia lead pigs might not make everyone's list. What caught my interest was the photograph of one in Port Douglas in Queensland taken by a Friend of Killhope and featured in the newsletter. Back in 2006 I decided to take a closer look only to discover by then it had gone.

The run down Shipwreck Museum where it had been on view along with the life time of artefacts plucked off the sea bed by the deep sea diver Ben Cropp had closed. The lead pig had come from the s.s. Charles Eaton, wrecked at the entrance to the Torres Strait in 1834. A further 409 lead pigs were in the cargo, when she sailed from London destined for the Cape of Good Hope, Hobart and Sydney. Her last voyage with the lead still on board was intended for sale in Canton ended in disaster, when she struck a hidden reef near Sir Charles Hardy's Island, close to The Great Barrier Reef. The account of what happened to the crew and passengers is a harrowing tale of bravery, sorrow, pain and survival.ⁱ

As a consolation for my abortive trip, Noel Weare at The Port Douglas Court House Museum generously sent me a photocopied image with the lone lead object next to some other bits and pieces. Lead pig or not, I wasn't too down hearted, after all tropical North Queensland has more to offer than lumps of lead.

The readily identifiable lead ingots impressed with W. Blackett and Bollihope have been found on ship wreck sites on the south coast of England off Weymouth and the Isle of Wight and as far as the coast of Southern India. It is likely others wait to be discovered, whether on the ocean floor or in maritime collections and wherever else they may lie. In sailing ships they were commonly used as ballast and stowed along the keel line. This was a distinct application beyond their use in building, industrial and other commercial purposes.

In November 2015 on a further visit I went to Victoria to drive the Great Ocean Road and had the opportunity to hunt down another sighting. An Australian visitor I'd met at Allenheads in 2012 of lead miner ancestry told me that he thought there may be one in the museum at Warrnambool. The city is near the westerly end of the drive and home to the Flagstaff Hill Maritime Village.

An uncertain expression greeted my enquiry at the reception desk whether they had any lead ingots and I felt the sinking feeling of the Port Douglas experience all over again. Helpfully, the response was positive with a call to the section of the Museum working on the archives and I waited expectantly watching a screen of stirring footage of life on a sailing ship in the Southern Seas.

Lindley Renwick, a volunteer from the Collections Crew arrived with a cheery smile to show me around and as we chatted I learned that she had lived in Queensland and knew the legendary Ben Cropp. After a short walk by quaint and characterful quayside

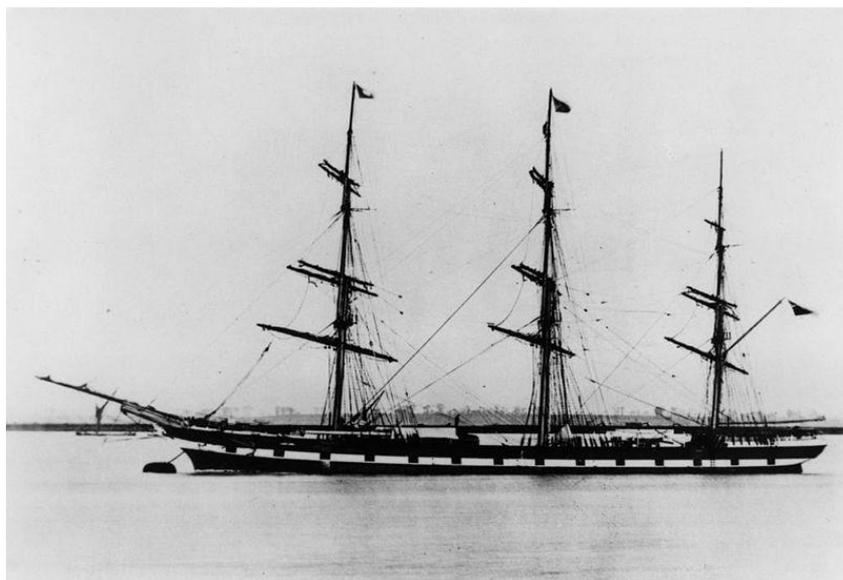
buildings we arrived at the open door to a warehouse and before me stood a treasure trove piled high of lead pigs.

According to Peter Abbot the museum's manager, there are 825. In the past a few have been loaned to exhibitions in Port Fairy and Port Campbell. The Flagstaff collection is a drawcard for lead heads and probably has the largest number found in one place and highlights the global dimensions of the trade in lead.

In England the Weardale Museum exhibits a lead pig indented W. Blackett. It was found poking out from the peat in a dry summer by a game keeper in the 1990s above Rookhope.ⁱⁱ This Weardale relic is the sole survivor from the North Pennines of an industry going back to Roman times or perhaps even earlier.

In 1705 Newcastle's total trade in lead was 2,577 tons and Stockton's 3,251 tons.ⁱⁱⁱ For this year alone it probably yielded over 11,000 lead pigs and a mere fraction of the overall numbers smelted over the life time of the smelt mills.^{iv} This industrial scale of production meant they were never likely to be kept as museum items of the future. Their comparative rarity now does mean they are of heritage significance as are those of tin and other metals and all are vulnerable to being recycled either from ignorance or the unscrupulous greed of unauthorised salvage operators.^v

Until the discovery of lead in the Broken Hill Ranges of New South Wales in 1883 Australia was supplied by British lead imports. The Flagstaff Hill lead pigs originate from another wreck the s.s.Loch Ard of 1878. Sailing from London to Melbourne along the coast of Victoria on the approach to the Bass Strait, she was enveloped in thick fog close to treacherous reefs and the rocky cliffs. Despite a valiant effort to escape to open waters she foundered and sank at the base of Mutton Island, near Port Campbell where all but two of 54 crew and passengers drowned.



s.s.Loch Ard (Wikimedia Common)

A short time later from the wreckage a packing case was found a float with a beautiful Minton made Peacock intended to be a star exhibit for the Sydney Exhibition of 1879 and Melbourne International Exhibition of 1880. The delicate work of art suffered only minor damage and was fully restored to become a stunning attraction at Flagstaff. It stands about 4' high and is one of only nine and uniquely the only one to have survived a ship wreck. It was modelled in Stoke on Trent by a French artist and craftsman, Paul Comolera and made out of Majolica. The name given to a type of earthen ware with bright lead glazes painted with metal oxides which appealed to Victorian tastes.^{vi, vii}

The bulk of the Loch Ard's mixed cargo remained undisturbed below the waves until found in 1967. The ship's manifest lists "Pig lead 50 tons" comprising of 944 lead pigs and 37 rolls of lead. The pigs are l- 89 cm x w- 14 cm x 5.5 cm with an estimated average weight of 59 kgs with the words, "Pontifex and Wood.London".^{viii} The company were lead and copper smelters based in Shoe Lane, Farringdon and producers of an impressive range of cutting edge technologies and materials for home and overseas markets in breweries, sugar refineries, refrigeration as well as manufacturing white lead and the metal linings for tea chests.^{ix}



When the Loch Ard sailed the price of lead was on a steady slide to an average price per fodder of £16-14-0.^x Her berth in St. Katherine's Dock was not far from the Pontifex and Wood lead works. The Loch line of sailing ships made their return voyage to Britain with their cargo holds crammed to the gunnels with wool. Even when compressed, this was still a light cargo and extra ballast was needed to keep vessels low in the water for speed and navigation. It is also possible some of the lead and copper sheets may have been used to supply Melbourne's building boom of the 1880s.

After being spared the perils of the deep, it was not long after the wreck's discovery that the site was plundered. The intervention of the police resulted in the seizure of recovered lead ingots and the copper with the looters in due course charged and convicted. The lead was kept in government storage before it was loaned to Flagstaff Hill Museum in 1985.

Special thanks from Peter Abbot for his help and Lindley Renwick on my visit to Flagstaff Hill Maritime Village Museum.

References:

www.flagstaffhill.com

Image of s.s. Loch Ard file: State lib Qld 18691 Loch Ard (ship).jpg from John Oxley Library, State Library of Queensland from Wikimedia Common

ⁱ Veronicapeek.com Charles Eaton: Wake for the melancholy shipwreck (2013)

ⁱⁱ <http://www.npvm.org.uk> North Pennines Virtual Museum – Post Medieval Objects

ⁱⁱⁱ R.Burt, “Lead Production in England and Wales, 1700 -1770 in ECHR, new series vol.22 no. 2 p.257

^{iv} <https://books.google.uk/books> ref . A Dictionary of Weights and Measures for the British.....

^v <https://www.britishmuseum.org/> The British Museum Technical Research Bulletin

^{vi} www.liverpoolmuseums.org.uk Minton peacock

^{vii} <https://patricia1957.wordpress.com> A Minton Peacock Patricia Roger’s weblog

^{viii} <https://victoriacollections.net.au> Victorian Heritage Register S417

^{ix} www.gracesguide.co.uk Grace’s Guide to British Industrial History

^x The British Lead Mining Industry – Roger Burt, 1984 pg. 306 Prices of Pig Lead per fodder

Book Reviews

By Roger Bade

Adventures in the Lead Trade – JH Rieuwerts – Hucklow Publishing – ISBN: 978-0-9563473-5-0

This limited edition 2013 book from the king of Peak District mines studies has already been mentioned by Bill Heyes in a previous Friends Newsletter and mainly focuses on the Peak District activities of the Thornhill family of Stanton Hall, near Bakewell in Derbyshire, but the two pages on Hudeshope in Teesdale are of interest, particularly as the activities of Bache Thornhill and partners was not previously known.

A History of the Blacketts – Allan Kirtley, Patricia Longbottom and Martin Blackett – The Blacketts – ISBN: 978-0-9575675-0-4

Although very interesting, as this 2013 book covers the descendants of Cuthbert Blackett (b.1703) of Whitecroft in Weardale, I was slightly disappointed not to read more about the Blackett-Beaumont and Blackett-Ord sides of the family. I obtained my copy via the Weardale Gazette.

The Ship that Came Home – The Story of a Northern Dynasty – AW Purdue – Third millennium Publishing ISBN 1 903942 21 1

This is a slightly earlier 2004 book, which has recently been remaindered by Postscript. It is similar to the previous work and focuses on the Blacketts of Newcastle and

Wallington, the Blacketts of Newby Hall and Matfen and the Blacketts of Wylam. Again the Blackett-Beaumonts and Blackett-Ords only get a passing mention.

British Mining No.91 - Mines of the West Pennines – Richard Smith & Sam Murphy – Northern Mines Research Society – ISBN-13:978-0-901450-67-8

This 2011 publication is completely complementary to Ian Tyler's book , but is more academic with sections covering the Geology of the area being studied, the mines of Tindale Fells, the mines of Geltsdale, Croglin and Renwick, the mines of Hartside and Gamblesby Fell, the mines around Melmerby and Ousby, the mines around Kirkland and Skirwith, the mines around Murton & Long Marton, Dufton's mines, the mines of Murton and Hilton, the mines around Burton, Helbeck, Warcop and Musgrave, mines around Brough & Stainmore, the mines of Hartley and Winton, mines close to Nateby and Barras, Mallerstang's mines, mines around Ravenstonedale and concludes with a study of the smelting mills, including the one at Augill.

Britain's Lost Mines- Chris Arnot - Aurum Press Ltd - ISBN 978 1 78131 070 0

It appears a bit quick for this 2013 book to be remaindered, but I recently acquired it via Postscript. The author seeks out thirty lost mines in Britain and re-discovers the unique cultures of mining communities. A large number of the thirty are former coal mines, but there is a sprinkling of tin, slate and gold mines. Number 26 describes the Sallet Hole and Watersaw fluorspar mines in the Peak District, while number 17 focuses on a recent visit to the Carrs show mine at Nenthead. The article closes with an interesting little snippet that apparently "*Lord Allendale was a renowned gambler on the London tables and when he was out of cash he'd bet on the sales of silver that he would get from his lead mines.*" Overall this is a good coffee table sized tome, with some tremendous photographs.

Cross Fell and the Mines of the Cumbrian Pennines – Ian Tyler 2013 – Blue Rock Publications ISBN 0-9548631-6-X

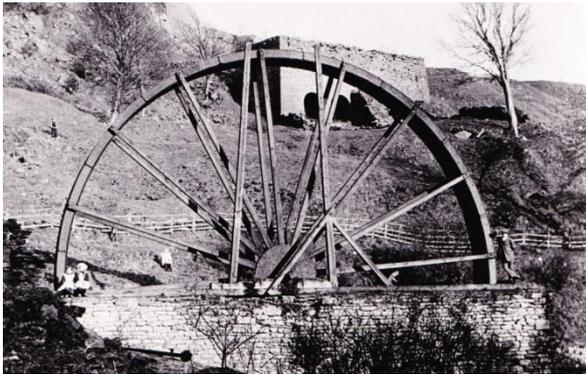
This heavy 2013 tome covers the South Tynedale coalfield, the Tindale Spelter works, the mines of Cross Fell, Great Dun Fell, Dufton Fell, Hilton & Scoredale, the Lunedale mines, Silverband and the mines around Kirkby Stephen and Kirkby Lonsdale. Written in Ian's very readable style, it contains many before unseen photographs and anecdotes from the former workforces of these mines. Unfortunately, Ian doesn't mention the geology of these mines, as it is a fascinating and poorly covered subject. One can count the number of learned papers on one hand, as compared to the approaching fifty for Nenthead and the mines of Weardale for example. Hence, more detail on the geology of the area represents a possible subject for future study. Nevertheless this is a great must have book.

Mining History – Bulletin of the Peak District Mines Historical Society Vol 19 No 2, Winter 2014.

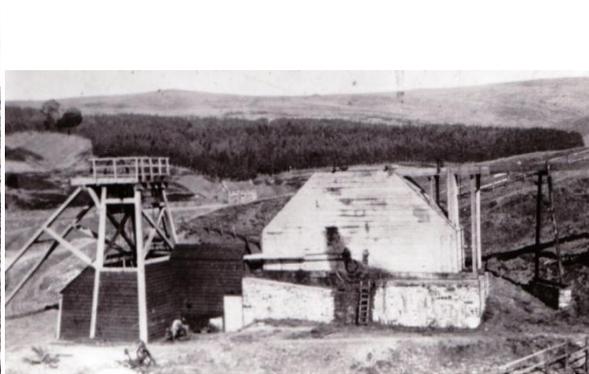
In one of the included papers Alan Bradwell re-analyses the nearly thirty Roman pigs of lead considered to be of Peak District origin. About half are thought to be miner's pigs on their way to assay, while the others are Company, or military pigs on their way to ports to be exported. The locations of the finds suggest an assay and casting depot at Lumsdale, Matlock, the Roman location Lutudarum.

Where were these photos taken? – The Answers

Thank you to Ian Forbes for hunting out these photos from the Friends of Killhope archive. The Friends used them for a competition at the Weardale shows. The photos encouraged a lot of discussion amongst visitors to our stand. They were also shown in our previous newsletter, with a promise of the answers in this one. So how many sites did you recognise?



Brandon Walls Mine, Rookhope



Sedling Mine, Cowshill



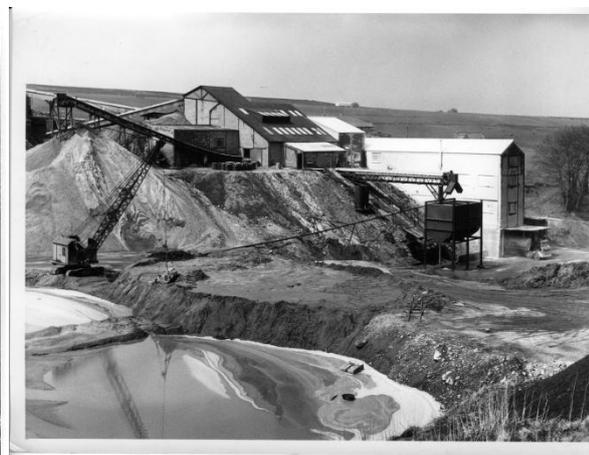
Stanhopeburn Mine



Boltsburn Mine jigger house, Rookhope



West Blackdene Mine



Whiteheaps Mine, Hunstanworth



Rookhope Smelt Mill



Killhope Buddle House



Sedling Mine Dressing Mill, Cowshill



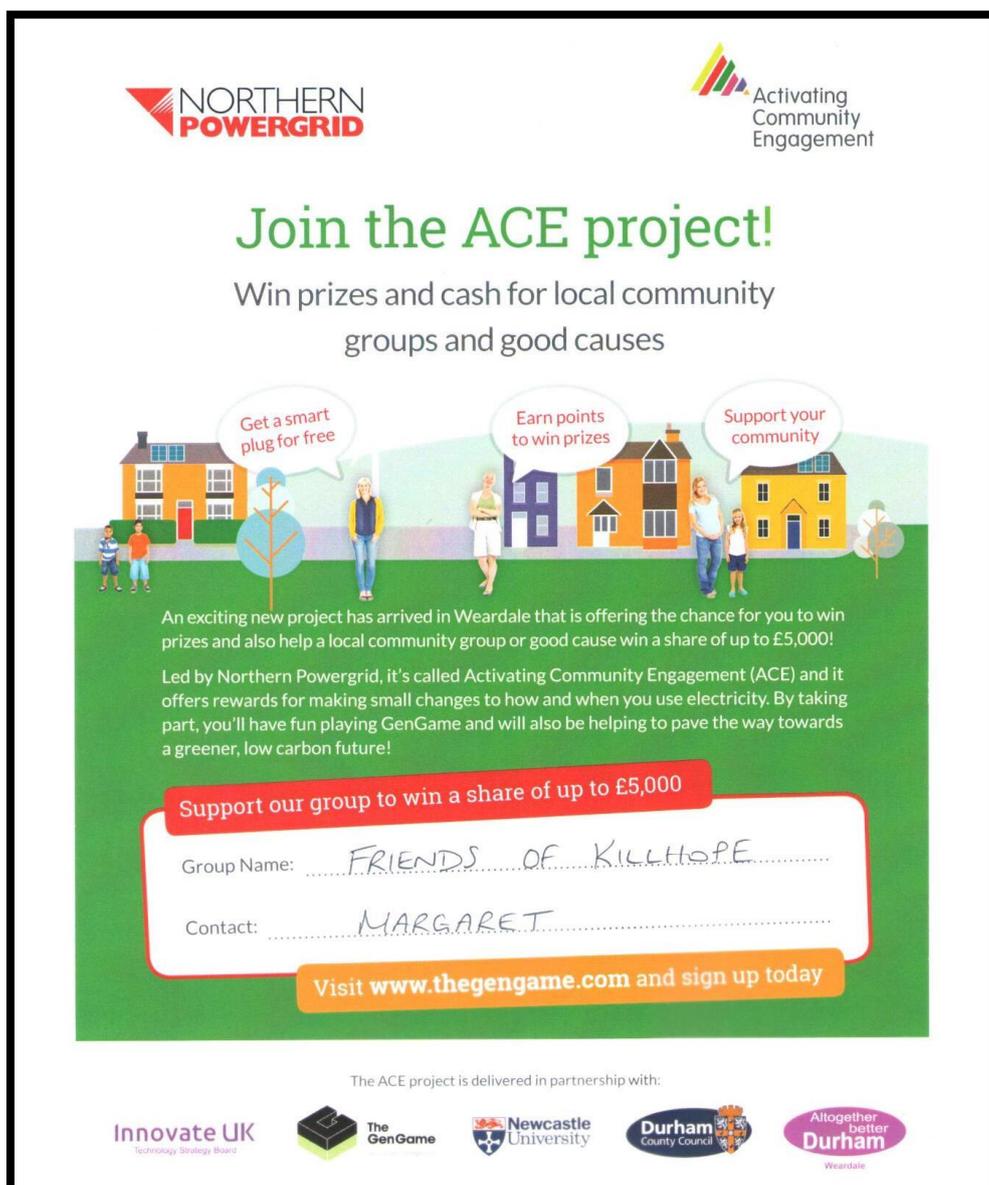
West Blackdene Mine dressing plant

‘Ask the Expert’

Back in November we met at Stanhope Church Hall to put a series of questions to a panel of experts on mining history and geology. The panel consisted of Brian Young, retired District Geologist for the North of England for British Geological Survey, and Pete Jackson, chair of Nenthead Mines Conservation Society and Secretary of NAHMO. Unfortunately Rick Smith was unable to attend due to work commitments and Ian Forbes due to ill health. Brian and Pete complemented each other with different knowledge and, between them, covered a surprising range of topics. They shared this with us in a relaxed, conversational style which was very interesting and informative. The event was well attended and it was good to see some new faces there.

Join the ACE project and help the Friends!

Friends of Killhope is one of several community groups in Weardale taking part in a Northern Powergrid project called 'ACE'. To join, you need to live in County Durham, have wireless installed in your home or workplace and have use of a smartphone or tablet. You will receive a free smart plug, there are individual prizes to win in GenGame (a few of us have already won £10 Amazon vouchers) and also the chance to win a share of £5000 for the Friends of Killhope! Please see the 'ACE' website for more details: www.npg-ace.com and if you'd like to take part, simply select ACE Superleague and support the Friends of Killhope!



The poster features the Northern Powergrid logo at the top left and the Activating Community Engagement logo at the top right. The main heading is 'Join the ACE project!' in green, followed by the sub-heading 'Win prizes and cash for local community groups and good causes'. An illustration shows a row of houses with people standing in front of them. Three speech bubbles above the houses contain the text: 'Get a smart plug for free', 'Earn points to win prizes', and 'Support your community'. Below the illustration, there is a paragraph of text describing the project. A red banner at the bottom of the illustration area says 'Support our group to win a share of up to £5,000'. Below this, there are two lines for a form: 'Group Name: FRIENDS OF KILLHOPE' and 'Contact: MARGARET'. At the bottom of the form area, an orange banner says 'Visit www.thegengame.com and sign up today'. At the very bottom of the poster, it says 'The ACE project is delivered in partnership with:' followed by logos for Innovate UK, The GenGame, Newcastle University, Durham County Council, and Altogether better Durham Weardale.

NORTHERN POWERGRID

Activating Community Engagement

Join the ACE project!

Win prizes and cash for local community groups and good causes

Get a smart plug for free

Earn points to win prizes

Support your community

An exciting new project has arrived in Weardale that is offering the chance for you to win prizes and also help a local community group or good cause win a share of up to £5,000!

Led by Northern Powergrid, it's called Activating Community Engagement (ACE) and it offers rewards for making small changes to how and when you use electricity. By taking part, you'll have fun playing GenGame and will also be helping to pave the way towards a greener, low carbon future!

Support our group to win a share of up to £5,000

Group Name: FRIENDS OF KILLHOPE

Contact: MARGARET

Visit www.thegengame.com and sign up today

The ACE project is delivered in partnership with:

Innovate UK
Technology Strategy Board

The GenGame

Newcastle University

Durham County Council

Altogether better Durham
Weardale

Dates for your Diary

Friends of Killhope Events 2016

Saturday 19th March 2016 - DURHAM CATHEDRAL VISIT

A joint meeting with NEVAG (North East Vernacular Architecture Group). Dubbed 'the best cathedral on Planet Earth' by American travel writer Bill Bryson, this local world heritage site derives much of its size, shape and character from the site conditions and the materials available for its construction in the 11th and 12th centuries.

In the morning Brian Young (Cathedral Volunteer Guide) & Martin Roberts will guide us around parts of the river banks to introduce the site and will also examine parts of the exterior features of the building. In the afternoon we will look in detail at some of the way the different ways in which these site conditions have given us the building we see today, and explore something of the surprisingly wide variety of stones used in its construction. This is a fine opportunity to see a familiar building in a new light.

Our party will be limited to 12 members of FoK and 12 members of NEVAG and, for the internal tour of the Cathedral there will be a charge of £5 per person (£4-50 for concessions) payable at the beginning of the tour. To book a place please contact Margaret on 01388 731131 or email mmanchester@hotmail.com.

Our meeting point will be 10.30am outside the North Door (Palace Green) entrance of the Cathedral. Members will need to make their own lunch arrangements, but the Cathedral teashop is highly recommended. Our internal tour will begin at 2.00pm and will end by 4.00pm.

Saturday 23rd April 2016 – VISIT TO BRETTON HALL to explore the beautiful gardens created by Thomas Wentworth Beaumont and his wife Diana. Meet at the West Yorkshire property (postcode WF4 4LG) at 1.30pm.



Saturday 14th May 2016 – ‘FORGOTTEN MINERALS’

A Series of Talks and Discussions. This joint event with Nenthead Mines Conservation Society will be held at St Johns Chapel Town Hall, starting at 10.00am. The cost is £12.50 per person which includes lunch and refreshments. You can book online at www.friendsofkillhope.org/events or email Ian Forbes at ianpeathill@gmail.com for more details.

Please see www.friendsofkillhope.org for updates

Allenheads Trust

11th May 2016 - "Lead miners of the North Pennines and from County Durham on the goldfields of Ballarat, Australia in the mid 19th Century" by Joan Hunt, at the ACA room of Allenheads Trust Ltd. starting at 7.00pm.

Weardale Field Study Society Programme 2016

All evening meetings held on **Monday** evenings at 7.30 pm in the Durham Dales Centre, Stanhope (**except for the AGM on 21st March which starts at 7.00**)

21 st March	Stones of Durham	Brian Young
18 th April	Aliens and natives – the impact of invasive plants on our plant-pollinator networks	Rinke Vinkenoog
16 th May	Keeping Hens - Then and Now	Margaret Manchester
20 th June	Heritage at Risk in the North East	Tom Gledhill
19 th Sept	To be Arranged – Suggestions Welcomed	
17 th Oct	19 th Century Watercolours and the Crawlhalls	Ian Forbes
21 st Nov	More Old Postcards of Weardale	Peter Natrass

Events at Killhope for 2016

25 March, Easter Crafts, free activity, self-led

25 - 28 March, Easter Egg Trail, free activity, self-led

30 March, Kids Spar Box Workshop, £8.00, 1.00pm and 3.00pm, booking essential.

1 April, Animal Clay Play workshop, £3.00, 1.00pm and 3.00pm

6 April, Storytelling Day, 1.00pm and 3.00pm, free activity.

23 April, Blacksmith's workshop, £50 including lunch and refreshments. Booking essential.

30 April, Hazely Hush Guided Walk, 1.30pm. Free Activity, Stout footwear essential. Steep steps and uneven ground.

1 May, Woodland Sculpture, 1.00pm and 3.00pm, £4.00 per child

15 May, National Mills Day, normal Admission applies

14 May, Blacksmith's workshop, 10.30am -3.30pm, £50, including lunch and refreshments. booking essential.
28 May, Hazely Hush Guided Walk, free activity, Stout footwear essential. Steep steps and uneven ground.
29 May, River Beasties Hunt, £3.00, 1.00pm and 3.00pm.

3 June, Kids Spar Box Workshop, £8.00, 1.00pm and 3.00pm. booking essential.
12 June, Walk and Talk on Killhope's wild flowers, 2.00pm free activity
19 June, Quoits Championship Friends of Killhope Event, Free admission to competitors, Mine Tours £3
25 June, Hazely Hush Walk, 1.30pm, free activity, Stout footwear essential, steps and steep rough ground.

2 July, 'Wheels and Belts talk' 2.00pm. A free talk on the workings of Killhope Wheel and Jigger House.
17 July, Blacksmith's workshop, 10.30am -15.30pm £50, including lunch and refreshments, booking essential.
24 July, Animal Handling Session by Four Paws, 1.00pm, 2.00pm and 3.00pm, £3.00, booking essential.
30 July, Hazely Hush Walk, 1.30pm, free activity, Stout footwear essential steep steps and uneven ground.
31 July, River Beasties Hunt, £3.00, 1pm and 3pm.

3 August, National Play Day, All day, FREE ENTRY FOR ALL CHILDREN
5 August, Dales Pony Society Centenary Celebration, All day. Normal admission applies.
14 August, River Beasties, £3.00, 1.00pm and 3.00pm
21 August, Woodland Sculpture, £4.00 – 1.00pm and 3.00pm
24 August, "Make your Mark" Charcoal Drawing, £2.00 – 1.00pm Charcoal and other 'found' materials drawing session.
27 August, Blacksmith's Workshop, 10.30am -15.30pm, £50.00 including lunch and refreshments, booking essential.
28 August, Kids Spar Box Workshop, £8.00, 1.00pm and 3.00pm. booking essential.

9 to 12 September, Heritage Open Days, free admission, £3.00 supplement applies to all mine trips.
18 September, Deadly or Delicious? Fungus Foray and BBQ taster session, £1.00
24 September, Hazely Hush Walk, 1.30pm, free activity Stout footwear essential steep steps and uneven ground.
25 September, Beamish Trophy Trial 41st, Killhope check point time TBC
25 September, Red Squirrel Awareness Day, 1.00pm, £2.00, A guided walk in the woods to learn about our Red Squirrel population and craft activity.

22 October, Blacksmith's Workshop, 10.30am -15.30pm £50, including lunch and refreshments, booking essential
23 October, Animal Handling Session by Four Paws, £3, 1pm, 2pm and 3pm booking essential.
27 October, Kids Spar Box Workshop, £8. 1pm and 3pm booking essential
30 October, Halloween Crafts, All day self- led.



Application for Membership of Friends of Killhope

Name:

Address:

Post Code: Email:

Enclosed cheque or standing order for £ Family @ £18 Senior (over 60) @ £9

Individual @ £12 Student @ £9

Please delete inapplicable rates.

Cheques to be made payable to Friends of Killhope and sent with this form to the Membership Secretary:

Margaret Graham, Wingrove House, Wingrove, Rowlands Gill, NE39 1DT (dmg@wingrovehouse.plus.com)

Membership fees are renewable on the **1st January** each year

Payment can also be made quickly and easily via Paypal on the Friends of Killhope website (www.friendsofkillhope.org)

GIFT AID The Gift Aid scheme is very flexible and covers any donation or subscription at any time. It will not cost you any extra and it does not commit you to making any future payments. All it takes for the Inland Revenue to return to us 28p for every pound you give us is your signature on a form such as that below. The 28p comes from tax which you have already paid and can continue to be claimed only as long as you continue to pay income tax. Accordingly you will see that the form also asks that you let us know if you stop paying tax.

GIFT AID DECLARATION Please reclaim my tax. I want the Friends of Killhope to treat all donations I have made since 6 April 2000 and all donations I make from the date of this Declaration as Gift Aid Donations. I will inform you if I cease to pay tax.

Signature: Date:

Full Name:

Address:

..... Post Code:

STANDING ORDER MANDATE

To: Bank PLC

Address:

..... Post Code

Please pay HSBC Bank plc, Bishop Auckland, DL14 7HQ Code 40-43-06

For credit of Friends of Killhope Account No 11031015

The sum of £..... (amount in words)

Now and on 1st January thereafter and debit my account accordingly.

Signature: Account No:

Date: