

Peakshole Sough, Castleton

D. Penney

Summary. An account is presented in diary form of the re-discovery and clearing out of Peakshole Sough. Driven in 1770-1784 a total of 909½ feet ends in a blind forefield but part way along there is access to stopes and pipe veins in Wall Shaft Mine. A wooden plankway is still partly intact. The costs and lead ore production of the venture are listed.

Peakshole Sough lies south of the village of Castleton in the west side of the entrance to Peak Cavern Gorge. Driving started in 1770 to unwater veins lying west of the Gorge, and it continued until 1784 when it had reached a final length of 872 feet. At this date, (1784) the Sough Title was consolidated with the titles to Hurdlow Stile and Longcliff Mines lying well to the west. During sough driving 49 loads of lead ore were obtained and 256½ yards of planking were installed to form a cartgate. Under the Consolidated Title of 1784 a further cartgate was driven westwards from the foot of a shaft 116 feet deep, but it is not clear where this shaft was situated or where this second cartgate lay, except that it was concerned with Longcliff Mines. At present it seems to have no direct connection with Peakshole Sough itself. Mining activities on this consolidated venture ceased in July 1821.

Interest in Peakshole Sough was stimulated by some entries in the British Speleological Association Records:

from R.S. Howes, 24/5/41 (Peakshole Sough) SLOP MOLL: entrance about 3 ft square, extending under the path (to Peak Cavern) and the horizontal level is 'brick' lined.
from J. Randles, 1955 (Peakshole Sough) SLOP MOLL: Sinking a shaft to the east (left) of the path to Peak Cavern and driving a short level west under the path until bedrock was reached. From this point a short southward extension was made following bedrock but nothing was found.
..... Summer 1964: during the summer a steel plate was placed on a small natural shaft within Peak Cavern not far beyond the tourist route, known as Speedwell Pot, as in floods a large amount of silt was washed out of this into the show cave; the steel cap was intended to stop the silt being deposited on the paths. In October 1964, with the advent of the first large flood after the plate being installed, the area around Slop Moll in the gorge was washed away, and when the water had subsided it was found that the path to Peak Cavern had been washed out. The custodian, Eric Savage, filled this in before anyone had time to examine it.
from D. Penney, 1974: an attempt to gain access to the sough was made by the Technical Speleological Group. By this date the Reckoning Book for the Sough had come to light in the B.S.A. Records at Settle (now in Derbyshire Record Office, No. 1154G/L8). This referred to a shaft "under the Dales Wall". A local historian confirmed that the two long fields behind (south of) Goosehill Hall were known as The Dales and a shaft was found directly under the wall by the public path. It was excavated to a depth of 20 feet when it entered a vein 2 feet 6 inches wide, which had been worked out to a height of 5 feet. It became known as Wall Shaft Mine. Inside and about 10 ft. to the east, a second shaft 35 ft. in depth went down to a sloping passage at the end of which was a series of steep slopes leading down to a wet silted floor. At this point the vein had widened to 3 ft., but was blocked both east and west by rock falls. The silt on the floor was dug out and a wooden floor was found at a depth of about 3 ft. It was thought that this must be the cartgate to which the Reckoning Book had referred. A catch from a rag and chain pump was found at this point in the silt. An attempt was made to remove the rock fall to the east, but after a fresh fall some weeks later the attempt was abandoned.

From the bottom of Wall Shaft the vein was open to the west for 80 ft. At about 55 ft. a choke in the floor was cleared to a depth of 15 ft. but it became too narrow so this also was abandoned. The vein below was open for a short distance. A pipe vein extended southeastwards at two levels about 30 and 45 ft below the surface, and a choked shaft led upwards, apparently below the ruined cottage by the gate, locally called the Dog Kennels.

The possibility that this mine linked with Peakshole Sough was obvious but no way in could be found. Wall Shaft was made safe as another shaft in the field was seen from below and re-opened. Although Field Shaft was provided with a secure concrete surround and locked steel lid, persons unknown have ensured that this cannot be opened easily by burying it in further concrete. A survey had fortunately been done by D.B. Jackson (Fig. 1).

RE-OPENING THE SOUGH, 1980

Both before and after the capping of Speedwell Pot, the water from Slop Moll only ran when Peak Cavern was in flood. In February 1980, however, it was noted that as flood conditions subsided the water ebbed and flowed. Since the floor of the cutting has been lowered by 3 ft. (see below) the water has never stopped flowing, but the nearby Russett Well, which had never been known to stop flowing, did in fact run dry in the summer months of 1981 and 1982. Apparently, in the 1930s, a small wall had been built in front of the well in order to give the effect of a waterfall. The top 6 inches have now been removed from the wall by the owner. This has both stopped the drying up of the well in the summer months and also decreased the amount of water in the Slop Moll cutting.

On the 27th January 1980, permission was granted by Mr. Keaton, the present custodian of Peak Cavern, to dig in the gorge in an attempt to find Peaks Hole Sough, and the source of Slop Moll. The main aim of the project was to remove the restriction that was holding water back and causing flooding of the cave.

work first started by lowering the floor of the cutting from where the water was rising from the rubble of the blow-out to its junction with the river by 3 ft. On the completion of this, a heading was driven in beneath the path in line with the cutting and at water level to try to re-locate the old sough's continuation. To the south, after 17 ft. bedrock was reached and the point where the water was rising in the floor had been passed. There was no evidence of any work having been done previously in this area, as the excavation was entirely in packed scree from the cliffs. Whilst lowering the floor of the cutting a wall was found in the floor 8 ft. back from where the 17 ft. level had been started.

On the 18th July 1981 work was started on digging down the side of this wall to find its purpose. That day a second wall and floor were found which were definite proof of a sough trending north-south (Fig. 2). Having found nothing to the south in the previous excavation, the walls were first followed in a northerly direction away from Peak Cavern, soon revealing a vertical slab placed across the two parallel walls. This was a great mystery for some time but as the excavation continued its purpose became clear. The right-hand wall, just before the slab, had been built with a gap in it. The gap was in line with the open cutting so allowing water to overflow out of the sough and into the river. The slab had been placed to form a restriction on the flow of water running down into the sough. As the water rose from the resurgence it came up against the slab and was forced to flow down the easier route to the river, via the gap in the wall. The vertical slab also supported the first of the horizontal roof slabs which cover the remainder of the north-south sough level. The sough trended north towards the back of the Custodian's house, and was completely blocked with silt and rock. The floor level of the sough is still 2 ft. below water level, and even with the removal of some silt and rock it remains flooded.

On the 29th July 1981 a dam was constructed across the sough just in front of the vertical slab, making digging a lot easier. Excavation started and all went smoothly for the first six roof slabs (about 8 ft. of sough passage). The excavated passage was 2 ft. 6 ins. wide and 4 ft. high. Where the seventh slab should have been was a roof fall. Digging continued but the slab could not be found. The eighth slab was also missing, but the passage was found to turn a corner to the west at this point (Fig. 2) with no roof or wall to follow on the west side it was decided to dig down from the surface in order to find a possible T-junction in the sough. Surface evidence showed an east-west vein in the cliff just above this point.

On 27th January 1982, a junction was completely uncovered. The 7th, 8th and 9th slabs were missing (if ever fitted) but the 10th onwards in a northerly direction were all in place with a 6 to 9 inch air-space under them (Fig. 2). The air-space continued to 20 - 30 ft. and excavation of washed-in debris was obviously necessary if this section of the sough was to be cleaned out.

A small amount of water with dye was put into the "downstream" (northern) part of the sough to try and locate the original sough tail. The dye emerged through the base of a retaining wall some 80 ft. to the northeast. The wall was consequently dismantled only to find a 6 inches square culvert which may have been put in to drain the sough when the house was built. (The house has a cellar which frequently was flooded when Peak Cavern and Slop Moll did, but deepening the open cut has removed this nuisance).

At the junction the westerly sough had limestone roof slabs. The first three were soon uncovered, the size of the sough remaining 4 ft. high and 2 ft. 6 ins. wide. At this point, the subsequent roof slabs were missing but the walls could be seen to continue, so a second shaft was sunk in order to investigate (Fig. 2). With only 2 ft. of ground removed, it was possible to see into a slabbed level which was not the one being excavated. As the remainder of the fill was removed, it became clear that the level was split into an upper and a lower part. The three slabs that had previously been exposed as roof slabs in the lower part, now formed the floor of the upper part. As more fill was removed it was found that there were no further slabs placed at this half-way level, but there were two distinct ledges built into the walls of the passage at the same height as the slabs. These ledges were for a wooden floor or plankway to rest on, so forming a floor for the tubs (carts) to run on. Subsequently it was found that plankway was installed all the way through the level and it was obvious that a cartgate had been found.

The first 30 ft. of the east-west level are now 8 ft. high by 2 ft. 6 ins. wide, with dry-stone walls and slabbed roofing. The walls converge at the top to accommodate the roof slabs giving a "coffin level" appearance.

The passage had three major blockages causing backing up of water almost to the roof. The first two were in the initial 30 ft. of cut and cover level, and the third was from a 40 ft. shaft about 80 ft. from the junction. The first was situated right under the path and the second where the sough walls met bedrock. When the fill from the bottom of the 40 ft. shaft had been removed and the sough walls and roof rebuilt, it was found that the passage beyond the shaft was open with an air space of 5 ft. This was explored for a further 348 ft. at which point there is a cross-cut to the left (south). In some parts of the open passage the plankway was still intact and well preserved. The passage itself is quite uniform, being 6 to 8 ft. high and 2½ to 3 ft wide and has all been drilled and blasted out in a dominantly calcite vein with no stopes above the level.

At 348 ft. the sough divides; straight ahead it goes for a further 84 ft. to a blind forefield, now back-filled. To the left was a cross-cut 18 ft. long and 3 ft. wide going into a parallel vein. This second east-west vein is also 3 ft. wide and it has been stoped out overhead and many deads have fallen from packs overhead. Some of these were removed to give access to the eastward part of the vein, where a small pipe working extends to the south after only about 6 ft. The pipe-working is 55 ft. long with a maximum diameter of 5 ft. It is slightly higher in altitude than the roof of the sough.

To the west of where the cross-cut intersects the vein, there was a major fall of deads and work to remove these was commenced as, according to the Reckoning Book, there should be another 150 yards of sough beyond. The cross-cut lay almost directly under the eastern end of Wall Shaft Mine, and the pipe-working had the same trend as the one in Wall Shaft Mine, some 40 ft. above. Clearly the fall reached in the sough was that seen at the bottom of Wall Shaft Mine in 1974.

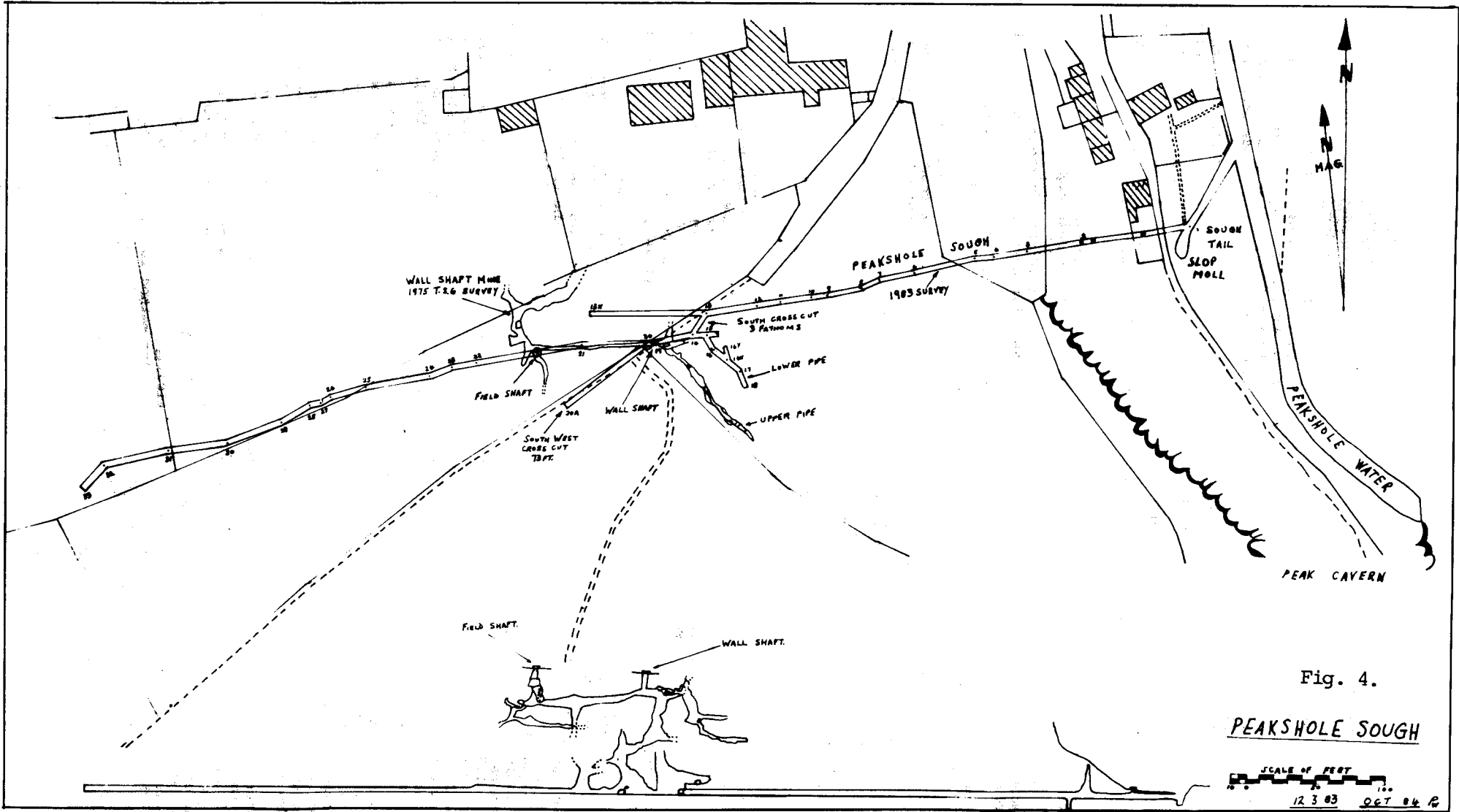


Fig. 4.
PEAKSHOLE SOUGH

SCALE OF FEET
0 50 100
12.3.03 DGT. 84 P

A steady trickle of water emanated from the fall and flowed out down the sough. It had brought in large quantities of glutinous mud in the past and this has now been removed, now that the three blockages have gone from the entrance. No evidence has been found, however, that any major quantity of water ever flowed out of Peakshole Sough, and its use as a cartgate with planks above the water channel show that the miners simply made provision for a moderate flow beneath their feet.

A major problem remains: when the resurgence at Slop Moll is in full flood the amount of water emerging from the sough is still not much more than a trickle. A fissure just inside the solid section of the sough yields a little water but also acts as a soakway in drier weather

The diary of events continues:

5.10.82. The floor of the 1770 cutting was lowered by a further 2 ft. 6 ins. to allow the water from the sough to flow into the river. In order to maintain the depth of the cutting, twenty 45-gallon oil drums were cemented in, forming a pipe from both the sough and Slop Moll to the river.

26.11.83. A dam 4 ft high was built across the head of the Slop Moll cutting into which a 4 inch diameter plastic pipe was fitted. This pipe was laid right through the sough as far as the first cross-passage.

As water in Slop Moll rose behind the dam, the water could flow up the pipe and so discharge out into the mud in the passage. The mud was then carried away by the water back through the sough and into the river.

21.1.84. Wall Shaft mine re-entered at sough level. This was made possible by installing a wooden floor, just as the miners did, and tubbing the deads etc. into the 28 yard blind heading.

26.2.84. The 20 ft high rock-fall in the bottom of Wall Shaft Mine was removed, by building wooden platforms into the vein 10ft above the floor of the sough. These stagings were made up of 2 inch diameter steel bars placed into notches cut out of the cheeks of the vein. On top of these bars boards measuring 2 inches thick and 9 inches wide were laid and then covered with a 4 inch layer of re-inforced concrete. A stone wall was then built up at the open end and the remaining space filled with the deads etc. (Fig.3).

31.3.84. The 20 ft. high rock fall passed the actual blockage turned out to be 30 ft. long and 2 ft. 6 ins. wide.

Six concrete roof sections had to be installed with an internal shaft built in to give access to the upper part of Wall Shaft Mine.

The mixing of concrete was found to be very hard work in the confines of a 2½ ft. sough passage. To overcome this a small cement mixer was constructed which speeded up the work by 100%. There are many problems which must be overcome when using an engine-driven mixer underground. At first the mixer was driven by a petrol engine that had been converted to gas. The exhaust was piped to the surface by means of a compressed air hose passing to the surface by Wall Shaft, a distance of 100 ft. As the compressed air hose was made of rubber, a heat exchanger had to be fitted so that the exhaust gases did not melt the pipe!

The aggregate used for mixing concrete had to be clean, with no mud or clay. This was done by washing it in an old chip basket, using water in the sough. However, during a particularly dry spell, water had to be carried into the sough in gallon plastic bottles for this purpose.

Other problems encountered were damp, rust, cold, mud and wet cement.

19.5.84. 32 ft. west from Station 14 is a second cross-cut ranging south-west for 73 ft. According to the Reckoning Book, this cross-cut was driven in 1774 by William Walker at a cost of £4.4.0. per fathom. The dimensions of this southwest cross-cut differ from the rest of the sough level, being 6 ft. high and 4 ft. wide and driven completely through barren ground. Driving first started on 24th December 1774 and finished on 24th June 1775. There seems to be no good reason for this cross-cut besides the fact that it could have had easy access to the surface via Wall-Shaft. But this it never did as the work was abandoned after 73 feet.

1.9.84. From the entrance of the second cross-cut, Station 20 on the Survey (Fig. 4), the westward extension of the sough could be seen to continue, but the passage was full to within 9 inches of the roof with mud. With the aid of water piped in from Slop Moll and also from a capped fissure 50 ft. in from the entrance of the sough, the remaining 40 ft. of mud was washed away within four weekends. When the mud had been removed, the true size of the level could be seen to be 6½ ft. high and 2½ ft. wide.

3.11.84. At a point 35 ft. west from Station 20, the vein has been stoped out to a height of about 45 ft. Voice contact has been made at this point with the upper workings in Wall Shaft Mine. This is the last worked out part of the vein along the sough. From this point the remaining 378 ft. of sough is quite uniform and follows the vein west between 230° and 270°. In one section there is a noticeable change in the height of the roof which increases to 8½ ft. but then returns to 6 ft. It may also be noted that all the mud which had filled the sough over the last 150 years had in fact come from the hillside, through the vein which connects with the surface at this high point. The mud at the bottom of this stope was the deepest found in the sough, at 7 ft. with a sharp slope down into the water filled level at its west end. With the removal of the mud and water the last 378 ft. of sough could be explored beneath the Dales fields (Fig.4).

As was hoped, the wooden cartgate floor was still intact, with only a very small layer of mud on top (Fig.6). One section was 20 ft. long but had to be removed so that the end of the sough could be reached, but photographs were taken. Another section 10 ft. long had not suffered as much from the water and was sufficiently strong enough for the latitudinal boards to be lifted and placed vertically by the side of the vein on one of the longitudinal boards. A diagram of the planking method is shown in Fig.6.

At the forefield it was interesting to see the method of driving. The upper 3 ft. were first removed by blasting for a distance of 4 ft. This was followed by an 18 inch wide cut in the floor which was later widened when the plankway was advanced.

The vein in the forefield at the end was only a one inch wide calcite stringer. The total length of passage is now 872 ft. plus 37½ ft. cut and cover at the entrance, giving a grand total of 909½ ft.

1.1.85. The first 61 fathoms driven by W. Walker are in what the Title Document (Table 1) calls the "sough vein", and has very little lead. There is a 3 fathom south cross-cut to connect the first south vein (called in the Title Document "a vein lying south and next to the Sough Vein"). This vein did contain a workable amount of lead and was worked for the next 26 fathoms up to the surface in what is now known as Wall Shaft Mine.

TABLE 1 Transcript of the Record of Title in the Reckoning Book.

June 24th 1771 Account of the Stoes
South Vaine Tytle ////////////////
a Vein lying more South and next
to the South Vain 10
other Vein still more South //
a third Vein South from the Sough
Vein 10:1
a 4th Vein more South ////////////////
a 5th D^o ///
a 6th or Forside Rake ////////////////
N.B. 2 pair on the East side in
Peaks Hole on the 2nd and 4th Runs
each one pair the rest on the West
Side in Peaks Hole
a vein on the North Side the South
Vein in Peaks Hole //
an old Pipe or Vein on the South
side the West Vein on Callow
2 pares on Callow Middle Run at the
Ashes.

(the oblique strokes apparently record the number of meers taken).

The first lead mined from the sough was taken from this section in 1774. This is clearly referred to in the Reckoning Book (Table 2). A typical page is illustrated in Fig.5.

The accounts of the Reckoning Book also show a sharp increase in lead ore production in June 1775. This followed the freeing of a pipe ranging south from the east end of Wall Shaft at sough level.

Another increase in ore in 1777 could be due to the driving of a new level by A. Bradshaw. It was driven in 'Peaks Hole Great Hole' for 9 fathoms and was called the '3rd south vein'. A. Bradshaw continued to drive the level but no further lead was mined from the sough from Station 21 to its end 62 fathoms west, as the vein became barren.

It seems to me surprising that there were no shafts sunk along the length of the sough. A shaft driven near the forefield in 1773-74 would have lessened the distance that deads had to be transported for removal. They could have been raised via a shaft instead of being taken 900 ft. to the entrance.

1776	Peaks Hole Reckg from Nov. 9th 1776	L	1	7
Dec. 15	Aham Bradshaw Driving the Level in the South Vein 2 fatms at 15/- off fatm.		1	10
	Do. Ore on Coop. 6 Dh. at 2/4			14
	Ernest			1
			2	5
	Dedt. Ore sold Messrs. Barkers & Co. 6 Dh. @ 3/10		1	3
	Loss			1 2
			2	5
			1	3
			1	2
1777	Feb 6th Aham Bradshaw Driving the Level in the South Vein 2 fatms at 21/- per fatm		2	2
	Do. Ore on Coop 9 Dh at 2/4		1	1
	Jon. Hide, Smith, Bill			3
	Micah How a Cart Wheel			8
	Wm. Stafford Repairing Cartgeares		1	1
	Ernest		1	1
	Stephen Whitting Ore on Coop 1 2/3 Dh. @ 3/4		5	6
			3	14
	Dedt. Ore sold Messrs. Barkers & Co 1 L2/3 @ 34/6		2	10 1/2
	Loss			1 13 4 1/2
			1	13
			2	0
			1	10
			1	1
			3	19
			1	10
			2	0
			2	4
			1	15
			2	12
			4	10
			2	0
			2	0
			0	0
			4	10
			3	9
			1	1/2

1776	Peaks Hole Reckg from Nov. 9th 1776	£	s	d
Decm. 15	Aham Bradshaw Driving the Level in the South Vein 2 fatms. at 15/- a fatm.	1	10	-
	Do. Ore on Coop. 6 Dh. at 2/4		14	-
	Ernest		1	-
		2	5	-
	Dedt. Ore sold Messrs. Barkers & Co. 6 Dh. @ 3/10		1	3
	Loss		1	2
		2	5	-
		1	3	-
		1	2	-
1777	Feb 6th Aham Bradshaw Driving in Level in the South Vein 2 fatms at 21/- per fatm	2	2	-
	Do. Ore on Coop 9 Dh at 2/4	1	1	-
	Jon. Hide, Smith, Bill		3	-
	Micah How a Cart Wheel		8	-
	Wm. Stafford Repairing Cartgeares	1	1	-
	Ernest	1	1	-
	Stephen Whitting Ore on Coop 1 2/3 Dh. @ 3/4	5	6	-
		3	14	3 1/2
	Dedt. Ore sold Messrs. Barkers & Co 1 L2/3 @ 34/6	2	10	1/2
	Loss		1	13 4 1/2
		1	13	4 1/2
		2	8	-
		1	10	-
			1	-
		3	19	-
		1	18	4
		2	-	8
			2	4
		1	-	10
		2	12	8
		4	10	-
			8	-
			2	-
		8	8	6
		4	18	8 1/2
		3	9	9 1/2

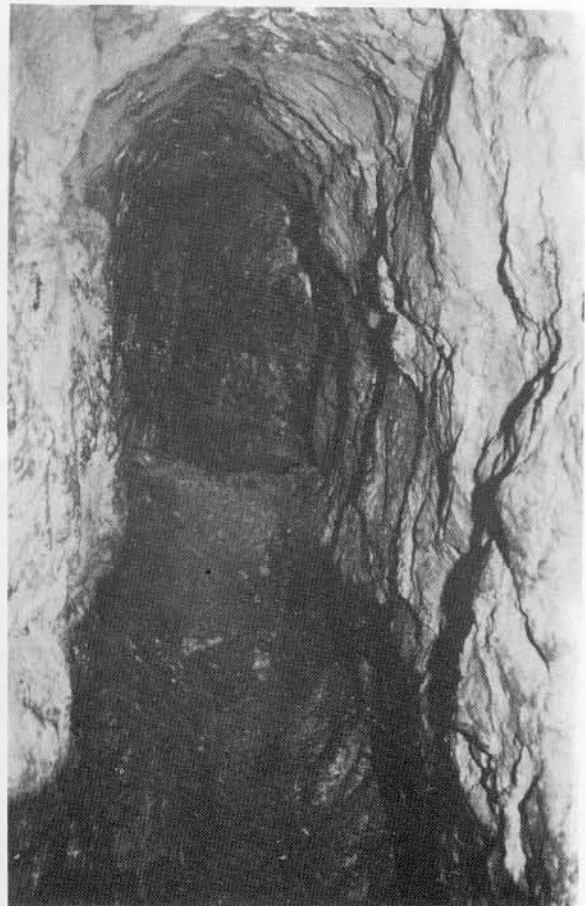
Fig.5. A typical page from the Reckoning Book and a transcription illustrating the difficulty of interpretation.



1. Slop Moll (centre) and Peakshole Sough entrance (right).



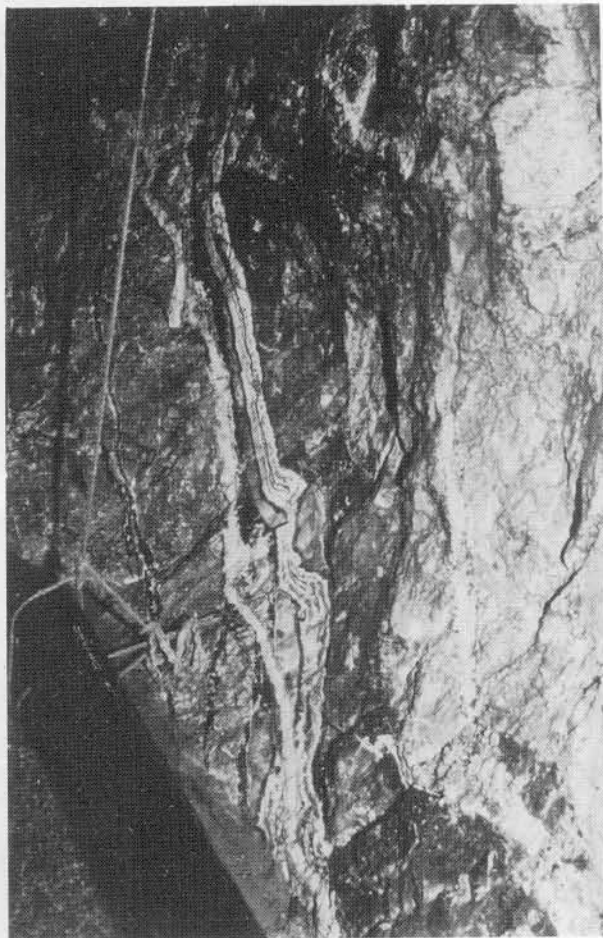
2. Cartgate with planking in position.



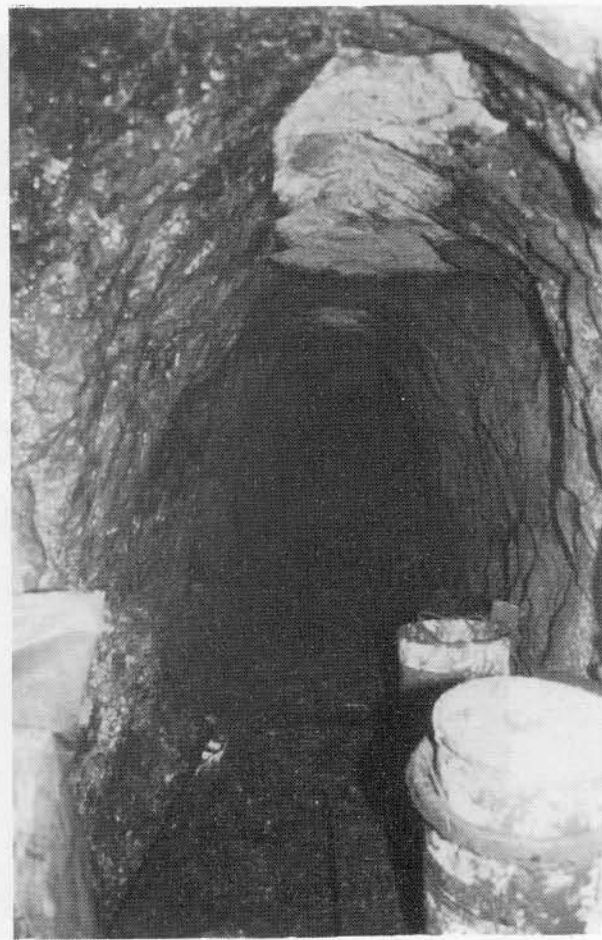
3. The forefield at the end of the Sough.



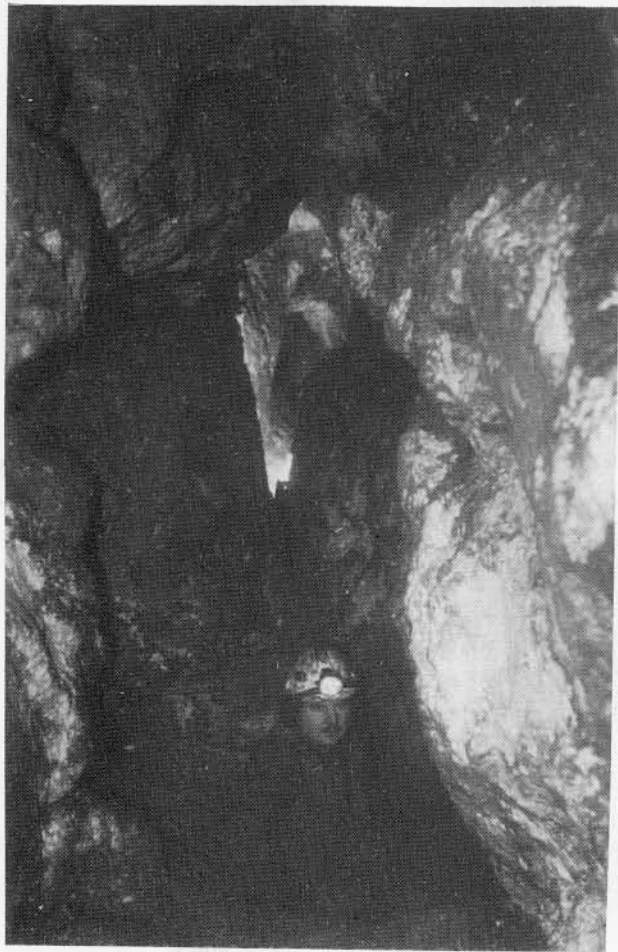
4. The sough showing the former water level.



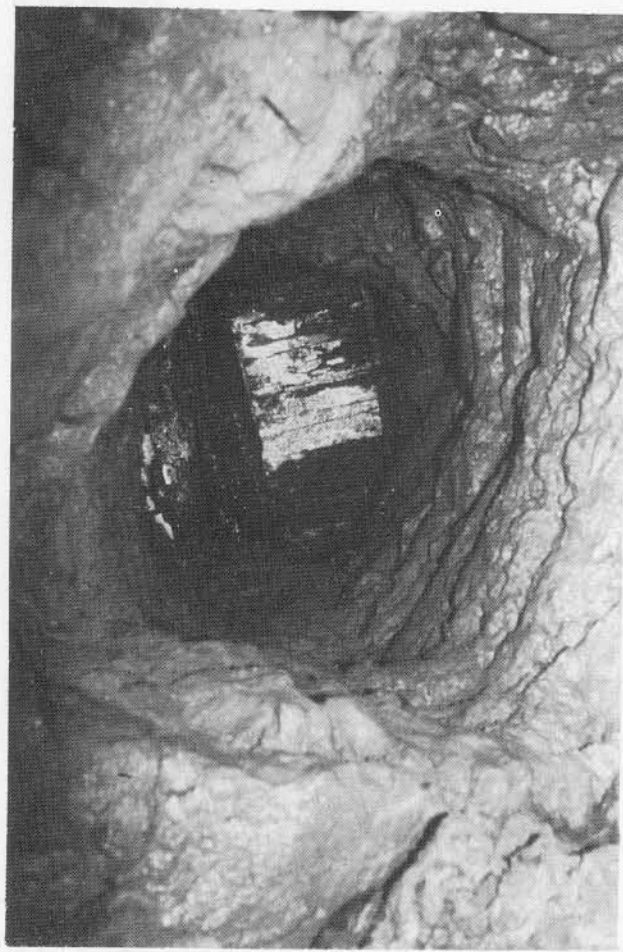
5. The Second South Vein.



6. The southwest cross-cut.



7. The upper pipe workings.



8. Looking up Field Shaft.



9. The silt-filled phreatic tube off Wall Shaft Mine.

TABLE 2 The record of lead ore obtained from Peakshole Sough as noted in the Reckoning Book. 1770-1784

DATE	LOADS	DISHES	£.	s.	d.	SOLD TO SMELTER
OCT. 1774	2	3	3	17	0	Barker & Co.
NOV. 1774		8	1	9	4	" " "
DEC. 1774	1	2 5/12	3	13	0	" " " 33/- Per Load
MAR. 1775	7	1	11	14	8	" " " 33/- Per Load
MAY 1775	3	4 5/12	5	15	2	" " " 33/- Per Load
JUN. 1775	14	1 1/6	25	8	8	" " " 36/- Per Load
SEP. 1775	8	6 3/4	15	15	0	" " " 36/- Per Load
NOV. 1775	1	4 1/2	2	11	9	" " " 36/- Per Load
AUG. 1776	2	6 11/12	4	1	0 1/2	" " " 30/- Per Load
NOV. 1776		7 1/2	1	8	9	" " " 34/6 Per Load
DEC. 1776		6	1	3	0	" " " 3/10 Per Dish
FEB. 1777	1	1 2/3	2	0	10 1/2	" " " 34/6 Per Load
MAR. 1777	1	1	1	18	4	" " " 3/10 Per Dish
MAY 1777	2	7 3/4	4	18	8 1/2	" " " 34/6 Per Load
JUL. 1777	1	6	2	17	6	" " " 3/10 Per Dish
SEP. 1777		4		15	4	" " " 3/10 Per Dish
DEC. 1778		3 1/2		12	3	" " " 31/6 Per Load
JAN. 1783		5	1	2	6	" " " 4/6 Per Dish
	51	8 7/12	91	2	10 1/2	TOTAL

As with most soughs, Peaks Hole Sough lost money. The amount received from ore was £87.1.10d against £380.18.2d on wages, £5.1.0d on planking, £5.15s on candles, £11.9s on powder and 12s 11½d on nails, plus other items (see appendices).

Although 1784 saw the end of the driving of the sough, it also saw the consolidation of it with Longcliffe and Hurdlow mines, and the sinking of a 116 ft. shaft somewhere in the Cowlow-Longcliffe area. The newly formed company continued to drive a further cart-gate west from the foot of this unlocated shaft until 1821 when the mining finally finished.

ARTIFACTS FOUND

Very few artifacts have been found, which has been a disappointment. The most important find has been the good section of wooden plankway still in situ.

A good selection of clay pipe fragments have been found, including four stems which all have the same unusual pattern for this simple kind of clay pipe.

A rag and chain pump catch was found at the bottom of Wall Shaft Mine in 1974, and part of a leather shoe was found on the wooden plankway at the far end of the sough. Unfortunately this was in very poor condition as it had been under water for a very long time.

THE CARTGATE

The main feature of the sough to date has been the wooden floor that was found as the mud in the level was removed.

The plankway had been positioned 2 ft. above the floor of the level, so allowing a free passage of water beneath it and giving a 5 ft. height above for carting. It provided a smooth floor for the carts or "tubs" to run on, from the forefield to the entrance, carrying deads or lead ore.

The carts were pulled out by the miners with the aid of a harness which was called 'cartgear'. Many references are made in the Reckoning Book to repairing cartgear and to carting.

The construction of the plankway was quite simple. Stemples were set across the cheeks of the vein at 2 ft. intervals, with 6 ft. by 1 ft. by 1 inch boarding nailed on top. It was finished off with 10 inch wide boards laid across these from one side of the vein to the other. Each board was shaped at the ends so that it fitted perfectly with the sides of the vein. Square nails and oak timbers were used throughout (Plate 2).

A good section of the cartgate floor has now been uncovered in the last 400 ft. of the sough, and will be left in place.

ACKNOWLEDGMENTS

Thanks are due to Mr G.Keaton for his permission for the excavations to take place; to Mr.Richard Carr and Mr Don Cambridge for their help and enthusiasm with the long excavations; to Mr P.B.Smith and Dr J.H.Rieuwerts for historical assistance; to Mr P.Wainwright for his time and survey; to Mr. A.Foster for his photographic survey; and to The Duchy of Lancaster and all others who have helped in any way.

May, 1985.

APPENDIX 1 Record of Sough Driving and Costs from the Reckoning Book.

Date	Name	Fathoms	Cost			
			£.	s.	d.	
Aug. 1771	William Walker	5	7	2	6	Driving The Level
Oct. 1771	W.W.	3	5	17	0	" " "
Dec. 1771	W.W.	2	4	14	6	" " "
Jan. 1772	W.W.	3	8	6	0	" " "
Feb. 1772	W.W.	3	7	18	0	" " "
Apr. 1772	W.W.	3	6	15	0	" " "
Jun. 1772	W.W.	3	7	7	6	" " "
Jul. 1772	W.W.	2	5	0	0	" " "
Aug. 1772	W.W.	3	8	0	0	" " "
Oct. 1772	W.W.	2	6	0	0	" " "
Nov. 1772	W.W.	3	8	15	0	" " "
Jan. 1773	W.W.	3	8	10	0	" " "
Mar. 1773	W.W.	2	5	10	0	" " "
Apr. 1773	W.W.	2	6	0	0	" " "
Jun. 1773	W.W.	3	7	17	0	" " "
Jun. 1773	W.W.	3	6	2	6	" " "
Aug. 1773	W.W.	3	6	10	0	" " "
Oct. 1773	W.W.	3	5	5	0	" " "
Dec. 1773	W.W.	5	10	15	0	" " "
Jan. 1774	W.W.	2	5	7	6	" " "
Oct. 1774	W.W.	2	1	15	0	" " "
Nov. 1774	W.W.	3	2	0	6	Driving The Level In The Vein
Dec. 1774	W.W.	1	4	4	0	South) South West
Mar. 1775	W.W.	6	25	4	0	South) Cross Cut
May 1775	W.W.	3	12	12	0	South) Total 70 Feet.
Jun. 1775	W.W.	1ftm 4ft	7	0	0	South)
Aug. 1776	Abraham Bradshaw	5	5	7	0	Driving 3 Fathoms One Foot
Nov. 1776	A.B.	1	1	10	0	Driving in Peaks Hole Grate
Nov. 1776	A.B.	1	1	1	0	South Vein. Hole.
Dec. 1776	A.B.	2	1	10	0	South Vein
Feb. 1777	A.B.	2	2	2	0	South Vein
Mar. 1777	A.B.	2	2	8	0	South Vein
May 1777	A.B.	4	4	10	0	Driving The Level
Jul. 1777	A.B.	2	3	17	0	" " "
Sep. 1777	A.B.	2	4	4	0	" " "
			216	17	0	

Appendix 1 (Cont)	Date	Name	Fathoms		Cost		
			Fwd.		£.	s. d.	
			95.4	216	17	0	
	Mar. 1778	A.B.	1	3	10	0	Driving
	Dec. 1778	A.B.	3	10	10	0	Driving The Level
	Dec. 1778	A.B.	2	7	0	0	" " "
	Jan. 1780	A.B.	5 ftms 5ft	20	3	4	Driving The Level West 5 Fathoms 5 Feet.
	Dec. 1780	A.B.	12 1/2	41	13	4	Driving 12 Fathoms 1 Yard.
	Dec. 1780	A.B.	1		15	0	Within The Hole
	Mar. 1781	A.B.	3 1/2	9	9	0	Driving The Level
	June. 1781	A.B.	2 1/2	6	2	6	" " "
	Dec. 1781	A.B.	6	16	0	0	" " "
	Aug. 1782	A.B.	6	20	10	0	Driving
	Jan. 1783	A.B.	2 1/2	9	10	0	Driving The Level
	Jul. 1783	John Barker	6	2	2	0	Driving
	Sept. 1783	A.B.	4	16	16	0	
Totals			151 ftms 3ft	380	18	2	
1771 - 1775			Driven by William Walker		74 fathoms 4 feet		
1775 - 1783			Driven by Abraham Bradshaw		70 fathoms 5 feet		
1783 -			Driven by John Barker		6 Fathoms		

Fathoms Driven by William Walker in Peaks Hole Sough only 63 Fathoms
 Fathoms Driven by William Walker in South West Cross Cut 11 fathoms 4 feet
 Fathoms Driven by Abraham Bradshaw in Peaks Hole Sough only 61 1/2 Fathoms
 Fathoms Driven by Abraham Bradshaw in The South Vein,
 Within The Hole and in Peaks Hole Great Hole Between
 1775 and 1780 9 Fathoms
 Surveyed length (excluding the Southwest Cross-cut) 872 feet (145.3 fathoms)

APPENDIX 2 Costs of Planking, Candles, Powder and Nails noted in the Reckoning Book.

COSTS OF PLANKING

DATE	NAME	LENGTH	COST		
AUG. 1772	EDMOND HOWE	57 yds.	1	8	0 @ 6d. per yard.
AUG. 1773	EDMOND HOWE	42 yds.	1	1	0 " " " "
AUG. 1774	" "	17 1/2 yds.		8	9 " " " "
SEP. 1775	JOSEPH ROYSE	39 yds.		19	6 " " " "
MAR. 1778	ABRAHAM BRADSHAW	24 yds.		3	0 @ 1 1/2 d. per yard
DEC. 1780	JOSEPH ROYSE	49 yds.		12	3 @ 3d. per yard
AUG. 1782	JOSEPH ROYSE	21 yds.		5	3 " " " "
SEP. 1783	ABRAHAM BRADSHAW	13 yds.		3	3 " " " "
		262 1/2	£5	1	0

POWDER

NAILS

Date	lbs.	Cost			Date	No.	Cost		
		£.	s.	d.			£.	s.	d.
MAR. 1774	24	1	4	0	AUG. 1771	200	1	4	
MAY 1774	36 1/2	1	16	6	OCT. 1772				5
JUL. 1774	18		18	0	OCT. 1773	200	1	4	
AUG. 1774	13		13	0	MAR. 1774	100			8
NOV. 1774	24	1	4	0	DEC. 1778	200	1	4	
SEP. 1775	9		9	0	DEC. 1780				4 5
NOV. 1775	9		9	0	AUG. 1782	400	2	8	
DEC. 1775	7 1/2		7	6	MAR. 1783	100			8
FEB. 1776	6		6	0	APR. 1783				1 1/2
MAY 1776	12		12	0					
JAN. 1778	22	1	2	0	TOTAL		12	11	1/2
DEC. 1780	18		18	0					
AUG. 1781	24	1	10	0					
TOTAL	223	11	9	0					

APPENDIX 2 continued

Date	lbs	Cost		
		£.	s.	d.
JULY. 1771	29 1/2	18	5	1/2
NOV. 1772	1		7	
APR. 1773	1		7	1/2
OCT. 1773	1		7	
MAR. 1774	24	13	4	
MAY 1774	21	11	10	
JUL. 1774	8	4	5 1/2	
AUG. 1774	8	4	5	
OCT. 1774	2	1	1	
NOV. 1774	24	11	4	
JUN. 1775	3	1	8	
SEP. 1775	9	5		
NOV. 1775	9	5		
DEC. 1775	6	3	6	
FEB. 1776	6	3	6	
MAY 1776	12	7		
JAN. 1778	19	10	3 1/2	
DEC. 1780	6	3	6	
DEC. 1780	15	8	9	
APR. 1783	2	1	1	
TOTAL	206 1/2	5	15	0

APPENDIX 3 Changes in Ownership 1770-1801
(based on DRO BSA docs)

a) Shareholders in Peakshole Sough 1770

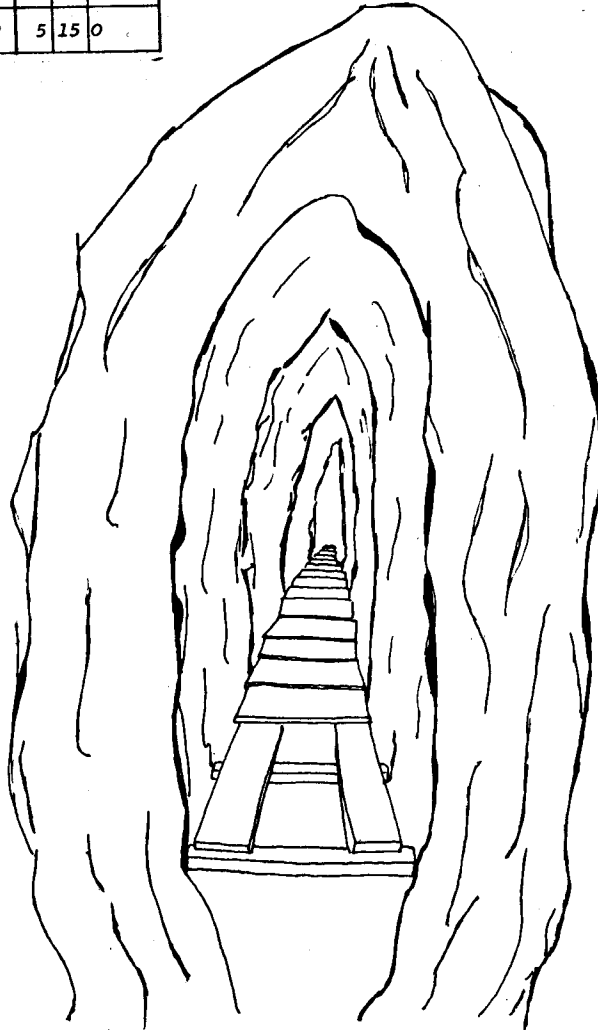
Richard Bagshaw	5/24ths or a 6th & a 24th
William Bagshaw	4/24ths or a 6th
John Bagshaw	4/24ths or a 6th
John Haworth	4/24ths or a 6th
Edward Hopwood	4/24ths or a 6th
Micah Hall	2/24ths or a 12th
Robert How	1/24th

b) Shareholders in Peakshole Sough 1st Aug. 1798

John Bagshaw	8/24ths or a 3rd
Messrs Wilkinson	4/24ths or a 6th
Micah Hall	2/24ths or a 12th
Sir Archibald Grant	1/24th
Robert How	9/24ths or a 3rd and a 24th

c) Shareholders in Peakshole Sough and Longcliffe Titles 18th Aug. 1801

John Bagshaw	8/24ths or a 3rd
Edward Hopwood	4/24ths or a 6th
Mr Percival	4/24ths or a 6th
Messrs Wilkinson	4/24ths or a 6th
Micah Hall	2/24ths or a 12th
Robert How	2/24ths or a 12th



D.P.

Fig.6. The method of construction of planking in the Cartgate.