



Client. Brymbo Heritage Trust
Job No. 17003
Date.13 May 2024

Brymbo Heritage Project Coal Mining Consultation Planning Statement



Job Title: Brymbo Heritage Project

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Report Title: Planning Statement

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1.0 Introduction

- 1.1 This planning statement is with reference to the current Brymbo Heritage Project planning application P/2023/0624 through Wrexham County Borough Council Planning Authority for the - Conversion of former machine shop to exhibition area (use class d1) with cafe and shop, business use (use class b1) and general industrial use (use class b2) and erection of two lean-to extensions to the side of machine shop; Brymbo Iron and Steelworks Heritage Centre, New High Street, Brymbo, Wrexham
- 1.2 This planning statement is in response to the consultation comments provided by the Coal Authority letter dated 27 February 2024 sent to WCBC Planning Officer in relation to the above application with reference to the submitted Coal Mining risk assessment and in terms of nearby mine shafts to the front of the Machine Shop building. Also following discussion with Chris MacArthur Planning Liaison Manager in respect to this application.
- 1.3 The Brymbo Heritage Project has strict funding constraints where a planning decision is required before the end of May 2024 as agreed with the National Heritage Lottery Fund and also the land ownership transfer agreement where if this date is not met the project will lose this funding.
- 1.4 The Applicant requests the urgent consideration of no objections from the Coal Authority to ensure these deadlines can be met. With reference to the statutory consultees the last remaining question mark is with the Coal Authority it is therefore vital to obtain no objections in principle with any further concerns identified in a suitably worded condition which would be subject to the provision of a desktop investigation or if required, reluctantly, further site investigation and mitigation and possible remediation measures if the desktop fails to satisfy the concerns.

2.0 Site Context

- 2.1 The site is bisected by a large fault known as the 'Brymbo fault' which trends North-North-West to South-South-East. The fault has a normal down throw to the West estimated to be about 460 feet or 140m according to the BGS. 75 of the pits on the Brymbo estate were known by numbers, about a dozen by special names (*ref. Appendices 'The Collieries of Denbighshire 1968'*)
- 2.2 The east section of the Brymbo fault is where the planning application proposals are located, these have the two shafts 136 and 135 which are the ones in question. They are identified below.
- 2.3 All mining in the area was completed with the removal of brassey ironstone by 1812.
- 2.4 Throughout the history of the iron work various structures were built in this area including a workshop with inspection pit on the side of the machine shop. We know throughout the works on the site that there was never any shortage of concrete or steel reinforcement for any of the construction phases and massive reinforced slabs were poured on a regular basis which is why the area is currently overlain by these structures. These were not removed during the reclamation process in the 1990s as they were too close to the Machine Shop which is scheduled to form part of the ancient monuments once the remediation works are complete.

2.5 Shaft 55/ 136

This shaft is plotted outside the redline boundary of the site and shows a departure in the region of 6.00m. Based on this and the likely shallow rockhead its agreed that any collapse is unlikely to impact the proposed building, consequently would be subject to a review in Groundsolve's updated CMRA, therefore this shaft can be discounted based on desk based assessment.

The Collieries of Denbighshire publication 1968 (appendices) identifies shaft 136 as Pit 55 on the foundry yard which is also located on the Brymbo Development Plan see image below **ref. Fig 03**

2.6 Shaft 56/135

Under the current coal risk assessment Shaft 135 is considered to be closer to the proposed extension and may pose more of a potential risk in terms of the exclusion zone.

This was previously described as "Pit 56 which was located under the ambulance house, 45-56 yards deep situated near chief seam black bed was exhaustive in 1811" under the *The Collieries of Denbighshire* (appendices, also identified on Brymbo develop plan see image below **ref. Fig 03**). The ambulance house was later demolished as it fell within the footprint of the 1960s admin block.

The pits were identified under Wardell Armstrong report 1996 which were assumed to be possibly filled.

4922/13 WA Ref No.	TCA Ref No.	Other Source Ref No.	Railtrack Source Ref No.	Depth (m)	OS County Series Source			BGS Source	Railtrack Source	Source	Main, Crown, Powell, Queen, Drowsall, Two Yard, Crank, Yard, Wallisend, Black Bed, U. Stinking	Engine Pit Blast Pit Downcast
					1st Edn	2nd Edn	3rd Edn					
13	128	S12	R27	168	✓	✓		1925	LM37:8,9	1002, 916, 3557, 6286, 895, 5973 993/1, 2, 14, 77, 8		
14	129	S23								895		Possibly Filled
15	131	S25								895		Possibly Filled
16	135	S31	R35						LM17:13	895		Possibly Filled
17	136	S32 S20	R33						LM17:13	895 916 993/1	Crown	Possibly Filled
18		S34								993/7		Possibly Filled
19	137	S30								895		Possibly Filled
20	139	S28							LM17:13	895		Possibly Filled
20a	140		R31							895		Possibly Filled
21	142	S29							LM17:13	895		Possibly Filled
21a	138		R32							895		Possibly Filled
22	141											Possibly Filled
23	145									895		Possibly Filled
24	143									916 993/1, 2, 13, 14, 6, 17		Possibly Filled
25	144	S19										Possibly Filled
26	146											Possibly Filled

Fig 01 Wardell Armstrong Shaft schedule 135 and 136

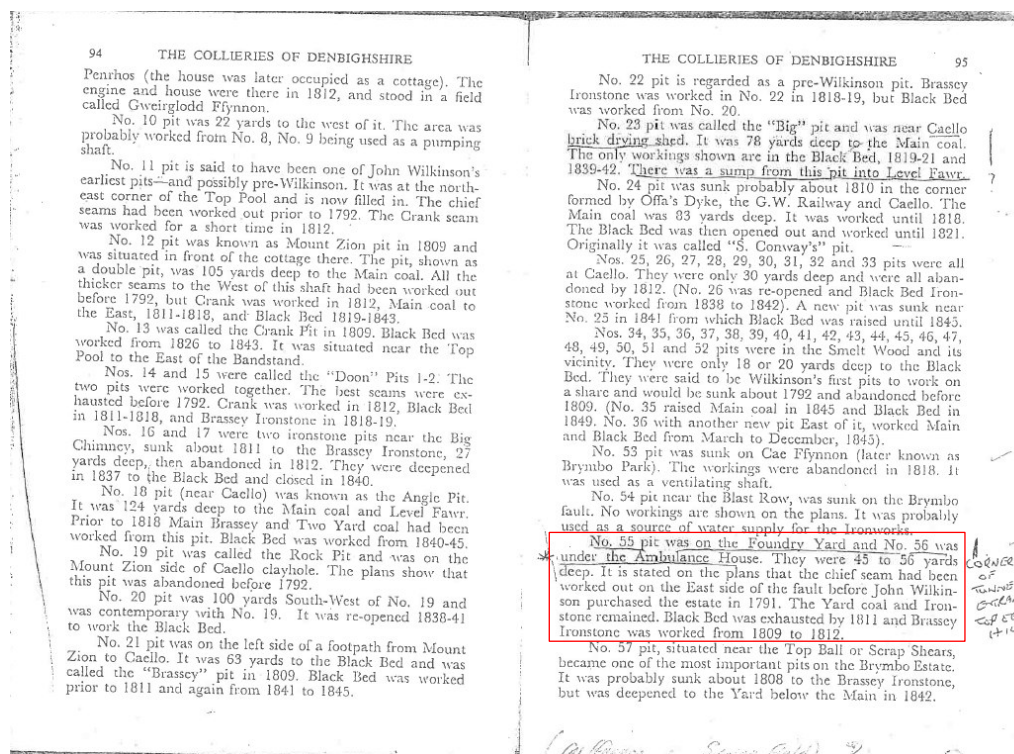


Fig 02 (section of document text)

- 2.7 Further desktop investigation and assessment on these shafts is underway with the documents and images which include historical photos of reclamation works undertaken in the 1990s and also a section taken from a plan (fig 03) produced in July 1996 by a Brymbo Developments Ltd plan indicating the two shafts 135 and 136 under the office complex building which was removed as part of the reclamation works undertaken in the 1990s. Area of extent works is identified in Fig 06.

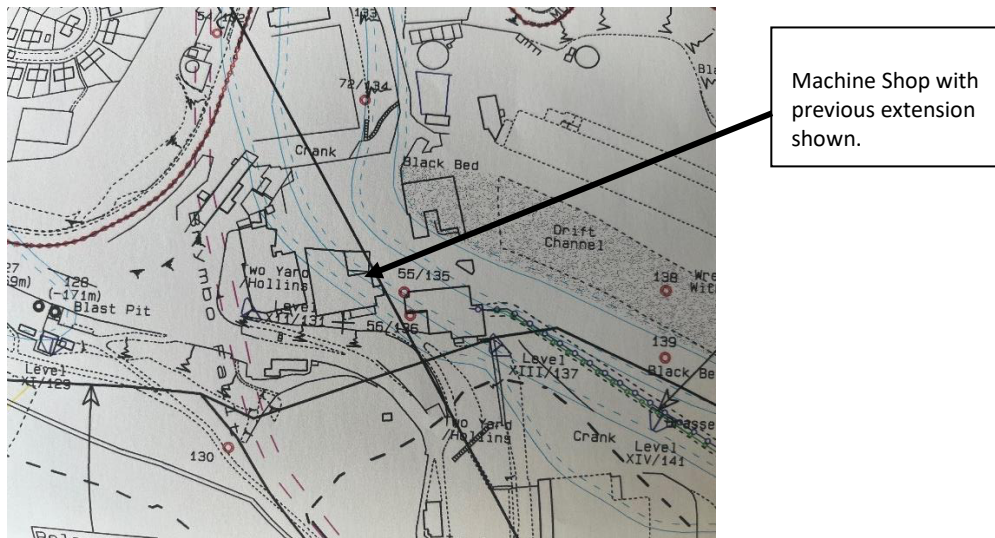


Fig 3 Brymbo Developments Ltd, Plot File PBY7a July 1996



Fig 04 Image of office complex with extension dated 30.08.1969 (No. 35 of a set of images)



Fig 05 Reclamation photo of digging in front of machine shop dated 1990s

Extent of reclamation works – blue dotted line identified in image below (Fig 06)



Fig 06 Scott Wilson drawing D101082/NDM2_COMP/003 A

3.0 Conclusions

- 3.1 This Planning Statement has been prepared to support the request to remove any objection from the Coal Authority consultation comments for planning application reference P/2023/0624 on the Brymbo Heritage Project Site and look to provide a suitable descriptive condition where required.
- 3.2 With the information known and discussions with the CA we believe the shaft 136 is of no risk to the proposed extension and therefore the risk can be removed from the proposed extensions.
- 3.3 In terms of shaft 135 with the above information identified the shafts location and likely remediation works already undertaken this would also suggest that the risk is greatly reduced and the proposed extension which replaces a previous side extension constructed against the machine shop. This building was a substantial brick built workshop for vehicle maintenance including an inspection pit which was demolished in order to create a vehicle access road alongside the machine shop, with the new office/admin block opening, with the access road running under the canteen and into the existing tunnel. This building's footprint is similar to the proposed new lightweight small scale lean-to, with proposed load bearing modern cavity masonry on a reinforced raft foundation which forms part of this application.
- 3.4 On receipt of the suitable wording condition, we would therefore look to revise and update the Coal Mining Risk Assessment report to include the additional data and historical evidence to remove and reduce the risk that shafts 136 and 135.

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4.0 Appendices

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Copy Section of 'The Collieries of Denbighshire' dated 1968.

FOREWORD BY LORD ROBENS

"The Collieries of Denbighshire Past and Present."

The history of coal mining is the history of Britain. Without Britain's massive reserves of coal the Industrial Revolution could never have happened. Right up to 1913 the United Kingdom led the world in Industrial activity; the genius of its people providing the world with ideas and incentive to emulate the great successes and share the riches that poured into Britain.

But beneath the gilt and glitter of the rapidly more and more affluent society a great mass of men and women toiled in poverty and oppression. Nowhere was this exploitation of people more pronounced than in the mines, and it involved not just the men, but their wives and children. From amongst the ranks of the miners slowly emerged the leaders of a great movement that finally provided Britain with its first Labour Government. Many of those that toiled hard down the pits came up to work, in whatever spare time they had, to persuade their fellow men and to create a trade union organisation in order to fight for better wages and conditions. Countless numbers of them gave their lives to men's salvation, and, except for a few, their names are forgotten: but they left behind them a saga of human endeavour that the world will not see the like of again.

Through every coalfield in Britain the story is the same, but each coalfield added its thread of colour, to the warp and the woof of the fabric. Today we see the full tapestry and for those who will pause to reflect and look closely, the picture reveals human endeavour and sacrifice for others.

This book tells the story of the Denbighshire Collieries, rich in history and rich in the quality and character of its people.

It is people that matter in this world and these pages are full of people and their lives, but if you would want to know all their names, you will not find them. There are so many, and you must read between the lines, if you are to appreciate their tribulations and achievements.

It has been my undoubted privilege in these last years, as Chairman of the National Coal Board to lead this great industry. I have been proud to do so.

November, 1968.

ROBENS OF WOLDINGHAM

LEVEL MAR. L. P. 48

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BRYMBO COLLIERY.

Brymbo Colliery comprised about a hundred pits and levels on the Brymbo estate—an average of six acres per pit. One—the Smelt—was still in production in 1942, having been re-opened in 1934. The right to dig for coal in the wastes of Brymbo and Goedpoch had been given to the burgesses of Holt in 1410, but the first record of coal pits at Brymbo (Harwd) is in 1620, when “one of six mines” was held by Sir Richard Grosvenor (ancestor of the Duke of Westminster).

Detailed information gleaned from old plans, surveys and records was collected and published in the Brymbo Works Magazine in 1928-30 by Mr. Luther Griffiths, of Port Talbot, who has kindly given me permission to reproduce the results of his extensive enquiries into the history of Brymbo Colliery, embracing all the pits and levels on the Brymbo estate of 540 acres. Mr. Luther Griffiths says:—“In order to become better acquainted with the extent of the Brymbo Colliery, we will take an imaginary walk round it. Starting at Pentresaeon station we will go down the Glascoed stream, and note as we pass the Cefn stream, that a Brymbo Colliery level once existed a little way up the stream. We go past ‘Level Fawr,’ originally called the ‘Main Water Level’ to the Frith Viaduct, then turn up and along Offa’s Dyke to the footpath which leads from Mount Zion to Brynffynnon. We go down this footpath to the village, and on to the Hot Pool, down the old Mount Hill, round the base of the Steelworks Bank, along Bank Street, Lodge, up to the L. & N.E. Railway, Yron Line to College Hill, then along the road to Penrhos. From Penrhos to Pentresaeon, the fields on our left adjoining the road are included in the Brymbo Colliery.”

Continuing, Mr. Griffiths writes:—“The early pits (A.D. 1620) were on the Eastern side of the Brymbo fault, where the coal was near the surface. The main coal is at the surface in the G.W.R. cutting behind ‘Penygarth,’ and when this cutting was being made in 1846 or 1847, the outcrop proved the means of filling the coal houses in Brymbo village, the dirt being used to make the Tai embankment. An attack was made on the seam at Wern during the 1926 coal strike.

CHAPTER IV.
MINES ABANDONED BEFORE 1942.

The list of Coal Mines in the Denbighshire Coalfield which had been closed or abandoned before 1942 is a long one. It includes many small pits sunk in the early days of coal mining, of which in quite a number of cases, very few records are available, but it also embraces several fairly large collieries which were in full production during the first quarter of the present century, affording employment to a considerable body of miners. It is rather difficult to arrange the story of these disused Mines in well defined chronological order and therefore the information collected will be given in a list of pits in alphabetical order.

ABEROER.

According to the Geological Survey of Wrexham, 1928, part 2, there was a small Colliery at Aberoer which once apparently worked some of the lowest coals in the Middle Coal Measures. Aberoer is situated in the Parish of Esclusham (West of Bersham Village).

AFONETHA.

Afonetha was a small colliery by the side of the road leading from Rhos to Wynn Hall. It was working in 1851 and the coal tickets issued by the owner gave the name as “Afonetha Colliery.” The owner was Mr. John Wright.

In 1854 the registered owners of Afonetha Colliery were Robert Williams, L. Kay and K. John. The register for 1854 also contains the following entry:—Afonetha (gin pit), owner, John Wright. Coal was being raised in 1856, but soon afterwards the mine was abandoned. The Nant coal was worked here and it is suggested in the Geological Survey that the Nant coal derived its name from the “Nant” of Afonetha.

Pickering also worked this Colliery. (See Cefn Colliery).

"These coal and shale seams, so near the surface in Brymbo village, have been on fire at some time, and when trenches are cut for pipe lines or sewers, the burnt red shale is found in the excavations in many places—it is found at the Mount and Aelybryn. This is the origin of the name 'Red Hill' or 'Allt Goch' below St. Mary's Church, and probably gave 'Bryn Coch,' that is 'Red Hill' or mound, its name also. Pennant in his 'Tours of Wales' says that coal was being mined in Brymbo township in 1778, and we have authentic records of Coedpoeth Colliery being at work in July, 1790, and reference being made to older works of which there was no map.

"We can safely assume that coal was being got in Brymbo during these years, and a letter dated October 4th, 1799, from John Wilkinson to Hugh Meredith, of Plas Gwyn, Minera, shows that Lord Grosvenor was still mining at Coedpoeth if not at Brymbo—he states in his letter that one of his pits is producing 200 tons per week, and he is reducing his price from six shillings to five shillings per ton, possibly due to his being undersold by Lord Grosvenor.

"Brymbo Colliery had another competitor in the early days, for we read that in December, 1802, Harward Colliery, that end of it next to the Ffifrd, had 1,000 tons of main coal in stock for sale at tenpence per pyche of two and a half hundredweights.

"The mine plans show that by 1792, the outcrops of the seams in the Smet Wood, Caello and Glascoed Wood, had been extensively worked almost as far East as Mount Zion, some of it by shallow pits, and some by day levels or adits. The working was probably done by small concerns, who could work under a lease from the owners of the estate; the mining mania by floated companies did not take the country until early in the nineteenth century. At this time, 1792 or 1793, John Wilkinson bought the Brymbo Estate from T. Assheton Smith and Mrs. Jane Wynne, and immediately began to erect blast furnaces, of which there were two in 1812. In connection with this transaction, it is interesting to note that in a letter from Boulton and Watt to John Wilkinson, dated June 21st, 1792, it is stated that Wilkinson is borrowing £2,000 from them (Boulton and Watt), and they wish him success with his new estates. It is possible that Wilkinson had obtained coal and ironstone from Brymbo

for his Bersham furnace, which had existed from 1717, or earlier, and had been in the Wilkinson family since 1753; in any case coal was used in Bersham furnace in lieu of charcoal in 1721.

"What were the factors which induced John Wilkinson to acquire the Brymbo estate? We can but surmise them. He was familiar with the district, having been connected with it for thirty-six years (he had a house in Wrexham in 1756), and would therefore know of the Grosvenor Mines in Harward and Coedpoeth, 1602-1802, and of Richard Kirk's mines at Cac Hico and Brynmally, opened in 1770, also of the outcrop workings in the Glascoed Wood, which had been extensively worked prior to 1792—these afforded him ample proof of the mineral wealth of the estate. He held lead mines in Minera, and as it was now possible to smelt lead with coal, here was a nearly virgin estate of coal and ironstone easily accessible from the lead mines. His coal and ironstone for the Bersham furnace were at Llwynionion and Ponkey, and this had to be carried one and a half to two miles, also the Llwynionion lease was due to expire on June 9th, 1797.

"There was no river at Brymbo to supply power for the blast as at Bersham but Watt's steam engine was available for blowing, and was installed, as the records of the Brymbo Company show.

"Another important factor was that the Ellesmere Canal scheme, with its branch to Brymbo, was in the air, which scheme was first discussed at a meeting at Overton on June 28th, 1781, the Act being passed April 30th, 1793.

"We have here an early example of the modern tendency of large concerns making themselves independent of outside supplies. He had lead mines, and coal to smelt the lead ore, he built lead smelting works at Brymbo, he built one if not two blast furnaces at Brymbo, he mined the iron ore and coal to smelt it on his own estate, he had limestone quarries and kilns at Ffifrh, he had his own foundry and machine shop at Bersham to produce a finished article, and he was a shareholder and promoter of the canal to distribute his product.

"The real development of the Brymbo Colliery commenced with the demand for coal and ironstone for the new Brymbo Ironworks."

After dealing with Wilkinson's difficulties due to poor

*
I.W. Purchasing Minerals from Brymbo when
opening of Bersham in 1790

lead
Ponkey
Ffifrh
Smet
Caello

communications, Mr. Luther Griffiths alludes to the project to construct the Ffrwd canal and says—"This canal was to pass along the Ffrith valley between the road and the Brynbo Steel Company's pump-house at Ffrith—this was a very convenient point for loading coal from the Glascoed valley on to the barges for transport to the Dec and Mersey had the scheme matured. This lack of transport facility was one factor which caused Denbighshire to lag behind Flintshire in mining development, the latter being within easy reach of the river Dee. It was no doubt this canal scheme that gave birth to 'Level Fawr' which would serve two purposes, draining the colliery, and an adit for coal. It was called the main water level. An examination of the plans shows that the earliest pits and adits to be worked were those in the Glascoed Wood up to Caello and in the Smelt Wood. As has been said previously, the outcrops had been extensively worked, the 'Level Fawr' was a big scheme to get beyond those earlier workings, and easy access to the proposed canal, which was the most modern means of transport in those days, there being no railways except the crude colliery tramways. The canal scheme was abandoned on June 13th, 1798, and the Minera-Cefnydded turnpike road was made about 1800, Wilkinson doubtless being the prime mover, as this road would afford him the next best means of communication between his various local works and the rivers Dec and Mersey. It is very improbable that Wilkinson saw 'Level Fawr' far advanced, if he ever saw it started, for he died in 1808, and although the 1812 section shows the level at No 5 pit, it is probably the scheme which is shown, not the actual level; the first survey dated Christmas 1818, in the 'Yard Coal' shows a few years' working. A little consideration will show how the position and line of 'Level Fawr' was chosen. Its exit is at the lowest point of the Glascoed stream in order to drain as much as possible of the area, and its direction is the shortest line from the exit to the level cross line of the unworked coal at the period. This level was a means of egress for many years in case of accident to the winding gear at the pits. Persons who have come from Penthos pit this way tell me that their route was as follows:—Climb a chain-ladder from main coal to brassery at Penthos, about thirty-six yards, then via Pits Nos. 2, 7, 23, 6, 5, to No. 18, at which pit level was quite near to the shaft and they could see day-

bridge at Ffrwd. is this part of Wilkinson's?

light, then along a straight length which was arched from No. 18 to the exit. The journey took from two and a half hours to three hours, the sides were by this time caving in and were crumbled, and the men had to duck under or climb over these as suited them best. The floor had become a ditch of red mud, and the men were well covered with this when they reached the exit. In order to clean themselves they walked fully clothed into the Glascoed stream or the Pool and washed off the red mud and then went home to dry. Climbing the chain ladder was the worst part of the journey, and for the ascent there was always a man behind a boy in case the youngster should lose his hold and fall back. Ishmael Jones, who until recently worked in the carpenter's shop, and who is now over 80 years of age, has done this journey several times. There was a cast iron gutter eight inches deep and six inches wide with a slight taper in the sides running alongside the tunnel to carry the water—a section of this gutter remains at the outlet from the level into the Glascoed culvert; the entrance was closed by a cast iron door in halves with a semi-circular top—the doors have now disappeared. There was a smaller archway branching off the main tunnel some distance back from the entrance and dipping down to the stream, the cast iron water gutter came out through this archway, which was two feet wide and four feet six inches above the gutter. I was in this archway on October 10th, 1927—the wall of the stream culvert had collapsed and exposed it.

"Another place on the colliery which was being developed very rapidly, and to which the drainage level would prove a boon, was at the South East end of the Top Pool, viz., Nos. 1, 2, 3 and 4 pits, but death intervened, and the guiding power of John Wilkinson was gone. He died on 14th July, 1808, aged 80.

"At Wilkinson's death, the estate passed into the hands of his trustees. They were James Adam, of Runcom; William Vaughan, London; William Smith, Birmingham; Samuel Freckday of Ettingshall and Ann Lewis, one of his servants and mother of his three children, two girls and a boy, who was also named John Wilkinson. At the close of the Trust in 1829, the estate was to be equally divided between the three children, but the Will was contested by a nephew,

Thomas Jones Wilkinson, and the estate was frittered away in legal charges.

One of the sisters married William Leigh and with him lived at Brymbo Hall for some years—about 1829-1837.

"On July 23rd, ¹⁸²⁵ the High Court of Chancery decreed in three causes to inquire what charges and incumbrances were owing on the Trust Estate of John Wilkinson. They were:—

1st. Samuel Fereday and other plaintiffs.

—James Adams and other defendants.

2nd. Samuel Fereday and other plaintiffs.

—William Leigh and other defendants.

3rd. William Leigh and other plaintiffs.

—Ann Wilkinson and other defendants.

"Thomas Jones Wilkinson lost the case and became bankrupt, as also did Samuel Fereday, who had backed him up. Many others who had lent him money lost it.

"One would gather from the letter dated October 4th, 1799, to Hugh Meredith, that Thomas Jones was acting in a position of trust for Wilkinson at the Brymbo Colliery at this time.

"John Wilkinson brought to Bersham in 1806 a young educated Cornishman named William Rowe, who was then about 17 years of age. Three years later we find him engaged on the surveys of Brymbo Colliery. His assistants were named James Stevenson and James Taylor. As mining engineer and surveyor for the Trustees, he prepared a set of plans dated 1809 to 1812. These plans are in good condition to-day, and prove that William Rowe was a clever and methodical man. He had a separate plan for each seam worked, and each plan shows the relation of the workings to the surface, and gives the dates of the survey. The pits and levels or adits are numbered, and for distinction, the levels are marked in Roman numerals. A brief survey of these will be made later. Accompanying these plans, is a set of longitudinal sections of the Colliery, which give the depths of the shafts, sketches of the engine house and headgears. The sections have a background of perspective of coloured sketching of the fields and hedgerows. It is indeed a very nice piece of work in spite of the fact that it was done 115 years ago.

"William Rowe must have played an important part for John Wilkinson's Trustees, carrying on the work from

1808, the date of Wilkinson's death, until 1818. In October, 1818, the works were advertised 'To Let' in the *Chester Chronicle* and the advert says—'One Blast Furnace' (there were two, but probably one only in working order). It was leased to John Thompson, who at this time was also running the Ponkey Ironworks. Thompson's lease expired in 1828. About 1820, the Ffwd furnaces had commenced building, but in 1821, the uncompleted works with stocks of ironstone were advertised for sale. I do not know what was the outcome of the sale, but in 1824, John Thompson, who at this time was running the Brymbo and Ponkey Furnaces, took over the Ffwd Works and completed the furnaces, which he kept in blast until 1842, no doubt drawing part of his coal and ore supplies from the Brymbo Colliery, which he now held under a ten year's lease at a rent of nearly £1,500 per annum.

"The slump of the late 'inventions' affected the Brymbo Ironworks and ironstone mining. The output of ironstone in 1826 was less than half of what it was in 1825; and apart from 1,716 tons got in 1828, and 4,500 tons in 1834, no ironstone was mined on the Brymbo estate from 1826 to 1836, so that in all probability the Ironworks stood idle for these ten years. The ironstone mined in 1828 and 1834 might have been used at Ffwd or elsewhere.

"The Colliery was idle for about a year at the expiration of the Thompson lease at Christmas, 1828, but it was started again sometime in 1829 by John Wilkinson, jun., who lived at Brymbo Hall with his two sisters. This new start was probably financed with part of the proceeds of the sale which had been ordered by the Court of Chancery to meet the legal charges of the litigation between Thomas Jones Wilkinson, a nephew, and John Wilkinson's illegitimate children by Ann Lewis, to whom he had willed his property. The sale took place at the Wynnistay Arms Hotel, Wrexham, on April 23rd and 24th, 1829—the advertisement appeared in the *Chester Chronicle*, March 6th, 1829. About 1837, John Wilkinson, jun., having become involved in financial difficulties, went abroad, and the works were carried on by William Rowe until they were bought by a Mr. Reid, who, with two other gentlemen, carried on until 1841. About this time, the works were bought out of Chancery by Mr. Robert Roy, Mr. Reid having failed to find the purchase money. The estate at the time of the 1829 sale was much

Thompson worked at Ffwd works from 1826

larger than when originally bought by Wilkinson; he had enlarged it considerably—by further purchases—it extended up to Bwlchgwyn, and included the Glascoed and Fifth Hall properties. The effect of the sale was to reduce the area to approximately that originally purchased, being about that which has been given as the extent of Brynbo Colliery, viz., 540 acres.

"The sale catalogue gives the names of the fields and a list of the coal and ironstone seams under the estate, and states that on the colliery there was one steam engine for raising water, five steam engines for raising coal, sundry horse gins (whimseys), six iron railroads and four weighing machines.

"In 1836, William Rowe saw possibilities in a young Brynbo man, Samuel Jones, then thirty years of age, and promoted him to take charge of the Colliery, which position he held for many years. He died in 1866 at Broughton Hall, having done much to further develop the Brynbo Colliery.

"As stated previously, the estate had been bought by Robert Roy in 1841, and on September 20th, 1842, we find three other Scottish gentlemen with him at London forming a new company called the 'Brynbo, Mineral and Railway Company,' and to commence operations as such at the works on October 3rd, 1842. These three other gentlemen were Messrs. Henry Robertson, William Betts and Alexander Mackenzie Ross."

The Brynbo Company sank the Blast (or Furnace) Pits in 1843 and 1844 and in 1850 when Stephenson's Britannia Tubular Railway Bridge over the Menai Straits was opened, the first test train over it was loaded with 300 tons of Brynbo coal. In 1851 a lump of coal weighing 15 tons taken from the Blast Colliery was exhibited at the Crystal Palace, London, for which the Brynbo Company were awarded a bronze medal.

Seventy-five of the pits on the Brynbo estate were known by numbers, about a dozen by special names, and there were, in addition, seventeen adits or day levels.

The following is a summary of the detailed information extracted from the colliery plans by Mr. Luther Griffiths:—
Mine plans dated 1809 show that pits numbered 1, 2, 3, 4, 5 and 24, were sunk during the John Wilkinson period

1792-1809. Nos. 1, 2, 3 and 4 were then called the "New Pits" and are situated near the Top Pool and Mount Pleasant Farm, Brynbo. No. 1 was 120 yards deep and was sunk to the Main coal. It is now filled in. No. 2 (called the Crank pit) was sunk 90 yards to the Brassy, and was deepened later to work the Black Bed. A pit sunk later (nearer No. 1) was also called No. 2. An open top beam engine was used to wind from this new No. 2 and for No. 1. Nos. 2, 3 and 4 closed about 1845, but No. 1 with the newer No. 2 continued from 1856 to 1867, working the Black Bed. No. 5 was called the "Gate" pit in 1809; it reached the Main coal at 115 yards and was sunk in a field called *Maes y Clawdd*. This pit is shown on the plan as a "double" pit. Two yard coal was worked in this pit prior to 1811 and again to 1853, brassy coal and ironstone to 1812, Black Bed to 1825, and Main Coal to 1818. No. 6 shaft was on the bank between Brake Row and the alcouments. The plot of ground was known as *Maes y Clawdd* lsa. This pit was sunk about 1812 and continued to 1870, and possibly to 1873, as an ironstone pit. No. 7 shaft was 80 yards east of Mount Pleasant Farm. It was filled in in 1926. It was sunk in a field called *Cae Banadl* about 1818 to work the brassy coal at 135 yards. By 1839 it had been deepened to work the Main coal and continued to 1846.

Under the Wonder Bank, near Brake Row, was a shaft called 2 B, sunk about 1830 and closed down about 1846 with No. 7 pit, being superseded by the new "Blast" or Furnace pits.

No. 8 pit was in a field called "Gweinglodd Penrhos" (on the south side of the road opposite to Penrhos Farm). It was sunk probably about 1812 to the Brassy at approximately 108 yards, and deepened about 1830 to the Main. No. 8 and the Wonder pit were the two best pits on the estate when the Brynbo Company took possession in 1842. In September 1842, a fire broke out in the Main coal in the No. 8 pit. It was shanked off in an effort to extinguish the fire. On December 1st, 1842, it was decided to open out the shanking next day to inspect the seat of the fire, but work was not resumed on the Main coal. The pit was converted into an ironstone pit and was worked as such until about 1860.

No. 9 is connected with the old pumping engine at

at 12
was closed
No. 5

Surface
No. 12

THE COLLIERIES OF DENBIGHSHIRE

Penrhos (the house was later occupied as a cottage). The engine and house were there in 1812, and stood in a field called Gweinglodd Ffynnon.

No. 10 pit was 22 yards to the west of it. The area was probably worked from No. 8, No. 9 being used as a pumping shaft.

No. 11 pit is said to have been one of John Wilkinson's earliest pits—and possibly pre-Wilkinson. It was at the north-east corner of the Top Pool and is now filled in. The chief seams had been worked out prior to 1792. The Crank seam was worked for a short time in 1812.

No. 12 pit was known as Mount Zion pit in 1809 and was situated in front of the cottage there. The pit, shown as a double pit, was 105 yards deep to the Main coal. All the thicker seams to the West of this shaft had been worked out before 1792, but Crank was worked in 1812, Main coal to the East, 1811-1818, and Black Bed 1819-1843.

No. 13 was called the Crank Pit in 1809. Black Bed was worked from 1826 to 1843. It was situated near the Top Pool to the East of the Bandstand.

Nos. 14 and 15 were called the "Doon" Pits 1-2. The two pits were worked together. The best seams were exhausted before 1792. Crank was worked in 1812, Black Bed in 1811-1818, and Brassey Ironstone in 1818-19.

Nos. 16 and 17 were two ironstone pits near the Big Chimney, sunk about 1811 to the Brassey Ironstone, 27 yards deep, then abandoned in 1812. They were deepened in 1837 to the Black Bed and closed in 1840.

No. 18 pit (near Caello) was known as the Angle Pit. It was 124 yards deep to the Main coal and Level Fawr. Prior to 1818 Main Brassey and Two Yard coal had been worked from this pit. Black Bed was worked from 1840-45.

No. 19 pit was called the Rock Pit and was on the Mount Zion side of Caello clayhole. The plans show that this pit was abandoned before 1792.

No. 20 pit was 100 yards South-West of No. 19 and was contemporary with No. 19. It was re-opened 1838-41 to work the Black Bed.

No. 21 pit was on the left side of a footpath from Mount Zion to Caello. It was 63 yards to the Black Bed and was called the "Brassey" pit in 1809. Black Bed was worked prior to 1811 and again from 1841 to 1845.

THE COLLIERIES OF DENBIGHSHIRE

No. 22 pit is regarded as a pre-Wilkinson pit. Brassey Ironstone was worked in No. 22 in 1818-19, but Black Bed was worked from No. 20.

No. 23 pit was called the "Big" pit and was near Caello brick drying shed. It was 78 yards deep to the Main coal. The only workings shown are in the Black Bed, 1819-21 and 1839-42. There was a sump from this pit into Level Fawr.

No. 24 pit was sunk probably about 1810 in the corner formed by Offa's Dyke, the G.W. Railway and Caello. The Main coal was 83 yards deep. It was worked until 1818. The Black Bed was then opened out and worked until 1821. Originally it was called "S. Conway's" pit.

Nos. 25, 26, 27, 28, 29, 30, 31, 32 and 33 pits were all at Caello. They were only 30 yards deep and were all abandoned by 1812. (No. 26 was re-opened and Black Bed Ironstone worked from 1838 to 1842). A new pit was sunk near No. 25 in 1841 from which Black Bed was raised until 1845.

Nos. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51 and 52 pits were in the Smelt Wood and its vicinity. They were only 18 or 20 yards deep to the Black Bed. They were said to be Wilkinson's first pits to work on a share and would be sunk about 1792 and abandoned before 1809. (No. 35 raised Main coal in 1845 and Black Bed in 1849. No. 36 with another new pit East of it, worked Main and Black Bed from March to December, 1845).

No. 53 pit was sunk on Cae Ffynnon (later known as Brynbo Park). The workings were abandoned in 1818. It was used as a ventilating shaft.

No. 54 pit near the Blast Row, was sunk on the Brynbo fault. No workings are shown on the plans. It was probably used as a source of water supply for the Ironworks.

No. 55 pit was on the Foundry Yard and No. 56 was under the Ambulance House. They were 45 to 56 yards deep. It is stated on the plans that the chief seam had been worked out on the East side of the fault before John Wilkinson purchased the estate in 1791. The Yard coal and Ironstone remained. Black Bed was exhausted by 1811 and Brassey Ironstone was worked from 1809 to 1812.

No. 57 pit, situated near the Top Ball or Scrap Shears, became one of the most important pits on the Brynbo Estate. It was probably sunk about 1808 to the Brassey Ironstone, but was deepened to the Yard below the Main in 1842.

(Cae Ffynnon = Spring Field) 29.

COINER
OF
CUNNET
CRANK
CAF & C
(+144)

No. 58 pit was on the Brynbo Steelworks end of Lodge Road, opposite the old L.N.E. Railway station. It was 20 yards deep to the Black Bed, which with Brassey Ironstone worked about 1809-1818 in conjunction with Day Level XIV (15 yards south of it).

Nos. 59, 60, 61, 62, 63, 64 and 65 pits were situated in the vicinity of Lodge Road, Lodge House and the L.N.E. Railway Station. They were all shallow ironstone pits and were worked between 1810 and 1821.

Nos. 66, 67, 68 and 69 pits were old pits in the Glascoed Wood, probably sunk before John Wilkinson's day. The only workings shown were in No. 68 in 1818.

No. 70 pit, situated above Caele, was an old pit re-opened from 1843 to 1845 to work Black Bed.

No. 71 pit was working between 1811 and 1819.

No. 72 pit was in the Coke Oven bank above the Hot Pool, under the Coke chute. It was an old pit. No workings are shown on the plans.

No. 73 pit was on the East side of the new wagon shed. No. 74 (also known as No. 73) was under the Coke Oven bank.

No. 75 pit belongs to the 1812-19 period.

This completes the Brynbo pits designated by numbers. Now for the pits to which titles were given:—

The Wonder Pit, now covered by the bank, was sunk in 1835, first to the Two Yard, and later to the Main Coal. There are extensive workings in this pit, especially in the Black Bed. The title of the pit is said to have been derived from the fact that the area is unbroken by faults. The coal would run by gravity to the shaft. Black Bed Ironstone was worked in 1870.

No. I.M.G. pit was on the South side of Penrhos Hill and was also known as Penrhos Issa pit. The minerals were leased to Brynbo Colliery by the owner, Mr. Marshall Griffiths as the land was outside the Brynbo Estate. The pit was sunk in 1832 and worked until 1843. Main coal was worked from 1867 to 1871 and Black Bed from 1867 to 1875.

The Upper Penrhos Pit (Penrhos Ucha) was sunk in 1853. Much of the Plas Mostyn coal was worked via Penrhos and the plant was re-constructed in 1856-7 and a railway made via Wonder Field and Mount Pleasant Farm to the pit. The pit closed in 1885.



Safety men at Brynmally Colliery, 1921.

"2.B" pit, 105 yards deep, was sunk about 1830, and closed down about 1846.

The Smelt pits were numbered 1, 2, 3, 4 and 5. No. 1 started about 1853. Queen or Wallsend coal was extensively worked here from 1876 to 1881. (One of the Smelt pits re-opened in 1934 and was still raising coal in 1942).

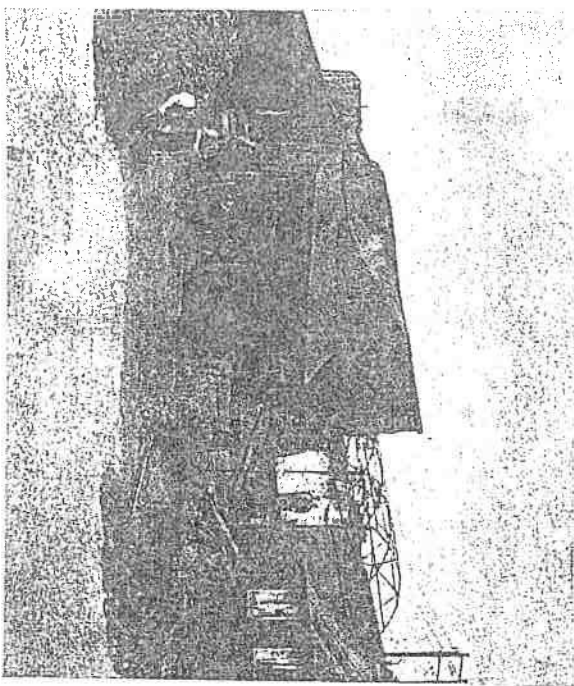
The Black pits were first known as the Finnacle pits. The Brymbo Company decided to sink them in 1842 (November 3rd). They were sunk on the Brymbo fault and are 185 yards deep to the Main coal. The pit nearest the Brymbo Steelworks was the engine or water pit, and the other was called the Crank pit. When Penrhos pits were re-constructed in 1875-6, the Black pits closed, but when Penrhos was closed in 1885, the Black pits re-opened. The downcast pit was reamed and new screens and surface equipment installed in 1897. The Black pits were closed in September, 1914. The Black pits were the first big undertaking by the new Company formed by Mr. Henry Robertson (1842). In later years these pits were known as the "Bye" pits. In 1901 (Manchester, G. T. Povah) 131 men were employed (108 below ground). In 1914 the number of employees was 185 (133 underground).

In addition to the pits there were many adits or day levels on the Brymbo Estate. No. 1 is Level Fawr. Nos. II to VIII were in Glascoed Wood (worked out prior to 1909). Levels IX and X were in the bank above the Blast pit. Level XI was below the pit. Level XII was near the Foundry or shops. Level XIII was off Lodge Road. Levels XIV and XV were off Lodge Road near the Gables. The Smelt Day Level was driven in 1876. Lodge Level ran under the Smelt Wood.

BRYNMALLY COLLIERY.

Brynmally Colliery, Broughton, Nr. Wrexham, was one of the oldest Collieries in the district, with a history extending over a period of 165 years. It was started in 1770 and was closed in 1935. During its long history, Brynmally comprised, not only the pits which closed in 1935, but several others, including The Drowsall (near Bryn Sion), Halog Pit, the pits down in the Nant and others on the North-East of the Brynmally Estate and probably Cae Ifico Pits. Brynmally was originally started by Mr. Charles Roc, of Macclesfield (discoverer of the Parys Copper Mine), and by Mr.

Cinnab's Level, Penrre Broughton.



1/3 mile West of Broughton as Lodge
Pits. see ancient brgs. 7
Parys Copper mine italyhead Sir (Anglosey)

Job Title: Brymbo Heritage Project

Job Number: 17003

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Date of First Issue:



Copy of Wardell Summary report schedule of pit reference



WARDELL ARMSTRONG

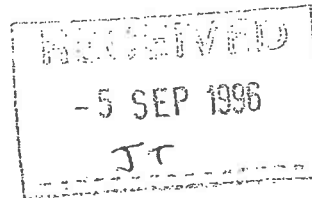
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Our Ref: DCW/PFC/SR/4922/12

Date: 3 September 1996

Parkhill Estates Ltd
1 Lower Bar
Newport
Shropshire
TF10 7BE



For the attention of Mr J Thompson

Dear Sirs

Former Brymbo Steel Works Site

Please find enclosed 1 copy of our draft shaft schedule and shaft location plan for the above site.

Should you have any queries or require further information please do not hesitate to contact us.

Yours faithfully
for Wardell Armstrong

D C WILSHAW
Partner

Enc

DCW(C20)\SR\4922.12

3 September 1996

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WA Ref No.	TCA Ref No.	Other Source Ref No.	Railtrack Source Ref No.	Depth (m)	OS County Series Source			BGS Source	Railtrack Source	Source		
					1st Edn	2nd Edn	3rd Edn					
13	128	S12	R27	168	✓	✓		1925	LM37:8,9	1002, 916, 3557, 6286, 895, 5973 993/1, /2, /4, /7, /8	Main, Crown, Powell, Queen, Drowsall, Two Yard, Crank, Yard, Wallsend, Black Bed, U. Stinking	Engine Pit Blast Pit Downcast
14	129	S23 Adit						895				Possibly Filled
15	131	S25 Adit						895				Possibly Filled
16	135	S31	R35					895	LM17:13		Crown	Possibly Filled
17	136	S32 S20	R33					895 916 993/1	LM17:13			
18		S34						993/7				Possibly Filled
19	✓ 137	S30 Adit						895				Possibly Filled
20	139	S28						895	LM17:13			Possibly Filled
20a	140		R31					895				Possibly Filled
21	142	S29						895	LM17:13			Possibly Filled
21a	138		R32					895				Possibly Filled
22	✓ 141	Adit										Possibly Filled
23	145							895				Possibly Filled
24	143	Adit										Possibly Filled
25	144	S19						916 993/1, /2, /3, /4, 6/, /7				Possibly Filled
26	146											Possibly Filled

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Brymbo Coalfield Plan

BRYMBO
COALFIELD

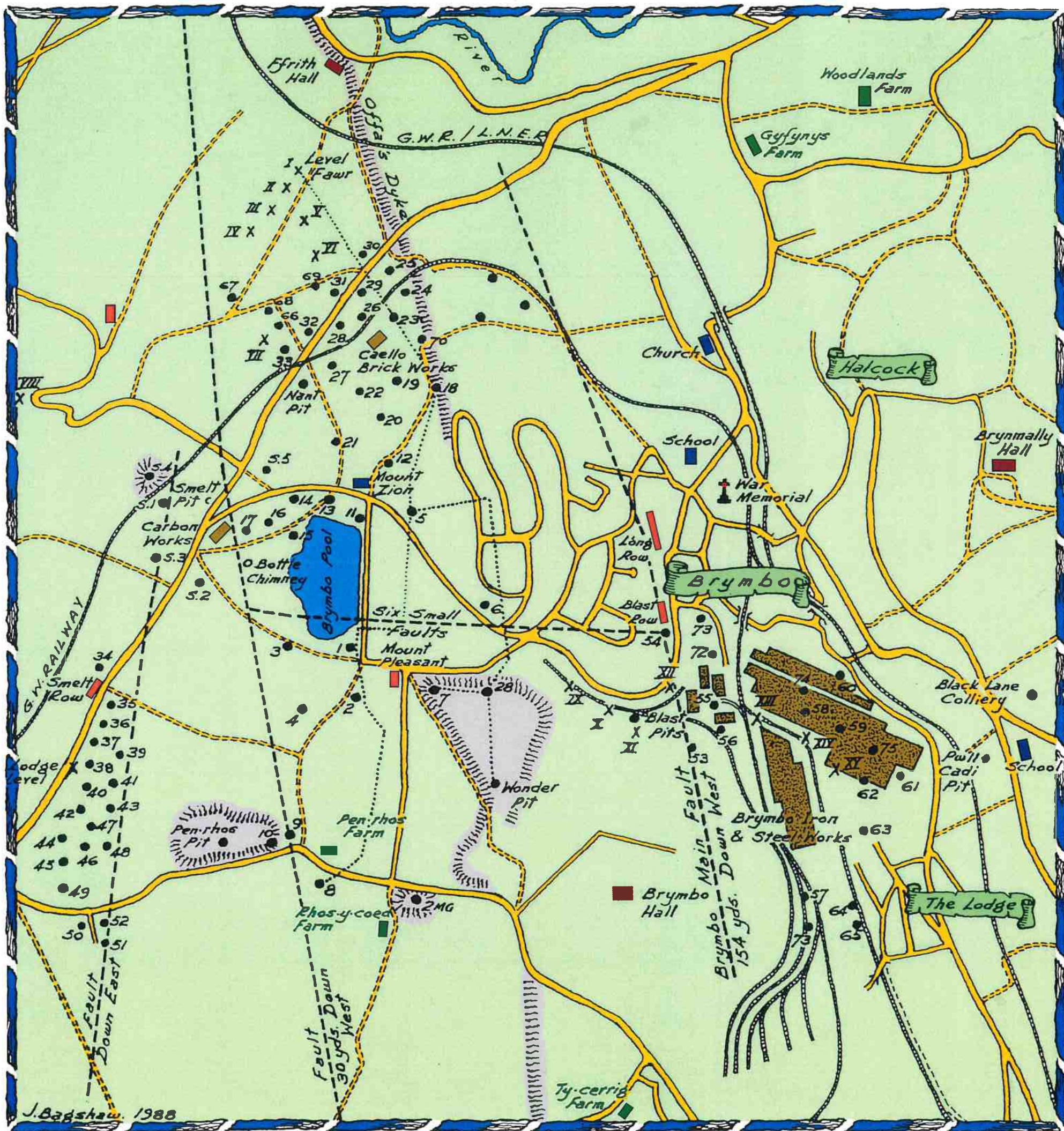
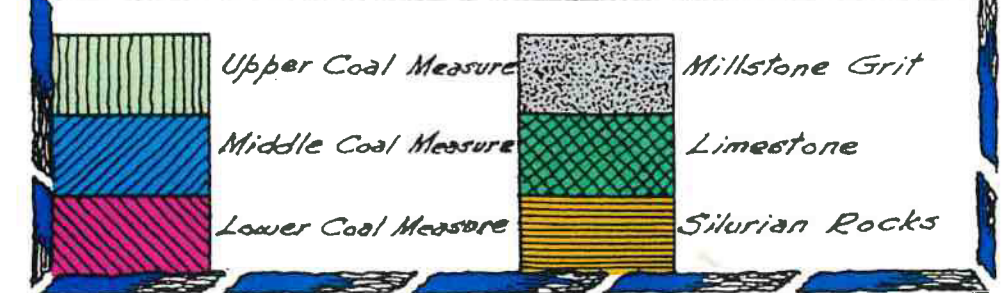
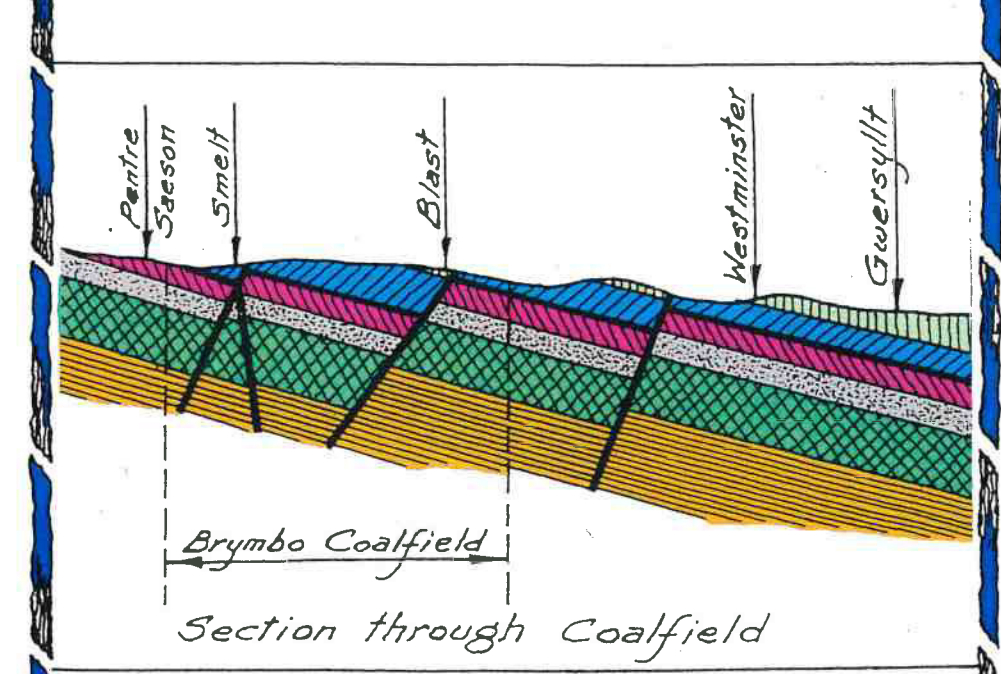
Content based on data contained in a series of articles by an unknown author, and published in the "Brymbo Works Magazine" between 1927 and 1930.

Levels shown 'X' and numbered I to XV
Pits shown ● and numbered 1 to 75
Smelt Pits have the prefix 'S'.

Faults in the earth's surface shown
----- see 'Section' below.

In addition to the mines shown, there were 26 pits in the Lodge colliery, and several others at Halcock.

It was possible to walk underground from Penrhos (Nº 8), and Wonder Pit to Level Fawr (Nº 1) by following the route -----



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