





Derick, if you just want to be remembered hows this for an idea we combine my and your book I can put yours out to the 135 books I have in circulation now it will fit into the files out now and save a lot of work and only involve 3 hours each copy thats 405 hours work and I can keep yours to 40 pages by putting the diagrams on the back of the pages, I've got them out every where you would be suprised how simple it would be and still be a free look-unless it gets published in that case I would go 50/50 which you, but I'm one person that's not interested in money all I need is enough to pay the bills and food for me and the bitches,

I'm one person that can adapt to any condition, anywhere all I need is my pack I've got every-thing I need to the best I can get from any surroundings, what I'm living in now is lousy believe me, put me in jail, the only thing I'd miss is my dogs, people don't know when they are well off nowa days, greed is every where

I'm not kidding you when I say that I could be a winner, I will own if I wanted to be, I would of a maximum no just a person who know how to do and motivate himself. D-T

I'll show you around my house  
 It's old but, it's the way I like it  
 It's modernized the way I like it  
 but I'd give it up for the basics  
 any day, I was brought up the hard  
 way and my father taught me  
 one hell of a lot people forget  
 the basics of how to make do and  
 mend, and simple things like pull-  
 -ing in your belt a few notches  
 to get things you need and the one  
 fundamental thing, they've roots  
 where they come from and who  
 helped them when they were down  
 the one thing I never turn my  
 back on is friendship, I always  
 help friends especially old friends  
 just ask around if a person does  
 not say a kind word about me  
 then they either don't know me  
 or are jealous, I have always looked  
 after people that have looked  
 after me especially if they are  
 old, just remember this you come  
 into this world with nothing and  
 that's the way you go out, you  
 a long time dead so enjoy every  
 second of living like it's your  
 last, to look forward it seems  
 an eternity, to look back seems  
 like a second has passed, if  
 someone asks you to put your  
 hand in a fire, first grab his or  
 hers, then say you've held it

Derek I can never repay you for  
 what you done for me, that night  
 I snapped into fighting mood in the  
 Alexa, remember Gordon hell & Roger  
 young were having a dam good laugh  
 and pointing at me and Fonky who  
 were sitting the next row of table  
 away from them, and they pickt  
 the wrong time to do this, I had  
 not long had that kicking, as  
 stated in my 4<sup>th</sup> CHAPTER of my  
 book, and I was begining to have  
 a buzzing in my head, anyhown  
 I snapped, and I can only remem-  
 ber dumping over the table, glass-  
 es smashing and grabbing the pair  
 of them by the throats, I would  
 have complited two murders that  
 night, the boys that near me  
 jumped on me and it took one  
 for each limbs hands and feet  
 , you came up to me ailt I was  
 giving them hell and put the  
 spank of each hand to eachside  
 of my head, and put your face  
 close to mine and said I quote  
Gordon Derek's bear do you  
reemise me and I snapped back  
to normal and went out to  
 sit in the park which fonky we  
 had a good talk about it then fonky  
 took me home,

P.T.C.

I ended up taking Porky home to his house that night we had a good drink that night and Porky was the worst for care not me,

but by damn you done the right thing that night, any one else trying to do that and I would have lit his face off and I would never come out of that state, thanks again old friend you dont owe me any favors when doing your book I was only saying that to test the water, if anybody should know this its you,

Having read my book or should I say ours if you agree to what I proposed in my book it states I had a slight nervous break down in Bridgend hospital, and one in the first time at Glamorgan hospital, and one the second time I was in Glamorgan hospital they gave me Phineas compared which was I felt that night in the Alex, thank god Im on medication now, but as you know, Im always been hyper all my life that was gives me my strength of character and body, Im a very nice person, take me as I am or not at all

I've got a memory like an electronic  
 and never forget things, like that  
 night mentioned in your book in the  
 flour brewers, T T T, Mastey, when  
 we met Tom Jones again the person who  
 I did not except Tom's offense and he asked  
 for \$20 was small change that night to  
 me, I came back from the casino  
 one hell of a rich man, the stake on  
 the roulette wheel was half a crown,  
remember the old money, and by  
 God I needed it in, don't you remember  
 me coming out every so often to buy  
 you and les drinks, and that was  
 all night,

after that that night they  
 was glad to get rid of me, and les  
 dropped a girl off in the housing  
 estate Mastey, and he was  
 going to drive us back home when  
 he stopped us and asked les  
 if he all correct, and he said no  
 the copper said you could fool him  
 you have not got any lights on  
 on your car les was quite taken  
 back by this, and the copper  
 let les off and told him to drive  
 home safely, he had a good laugh  
 at this, good job they allowed  
 us to drink and drive in those  
 days,

good old days and we were  
 the best of company you so, and  
 me,  
 END.

JOINT <sup>ONLY</sup> PERMISSION  
TO COPY

BE WARNED

G A Jones

CONTRACT

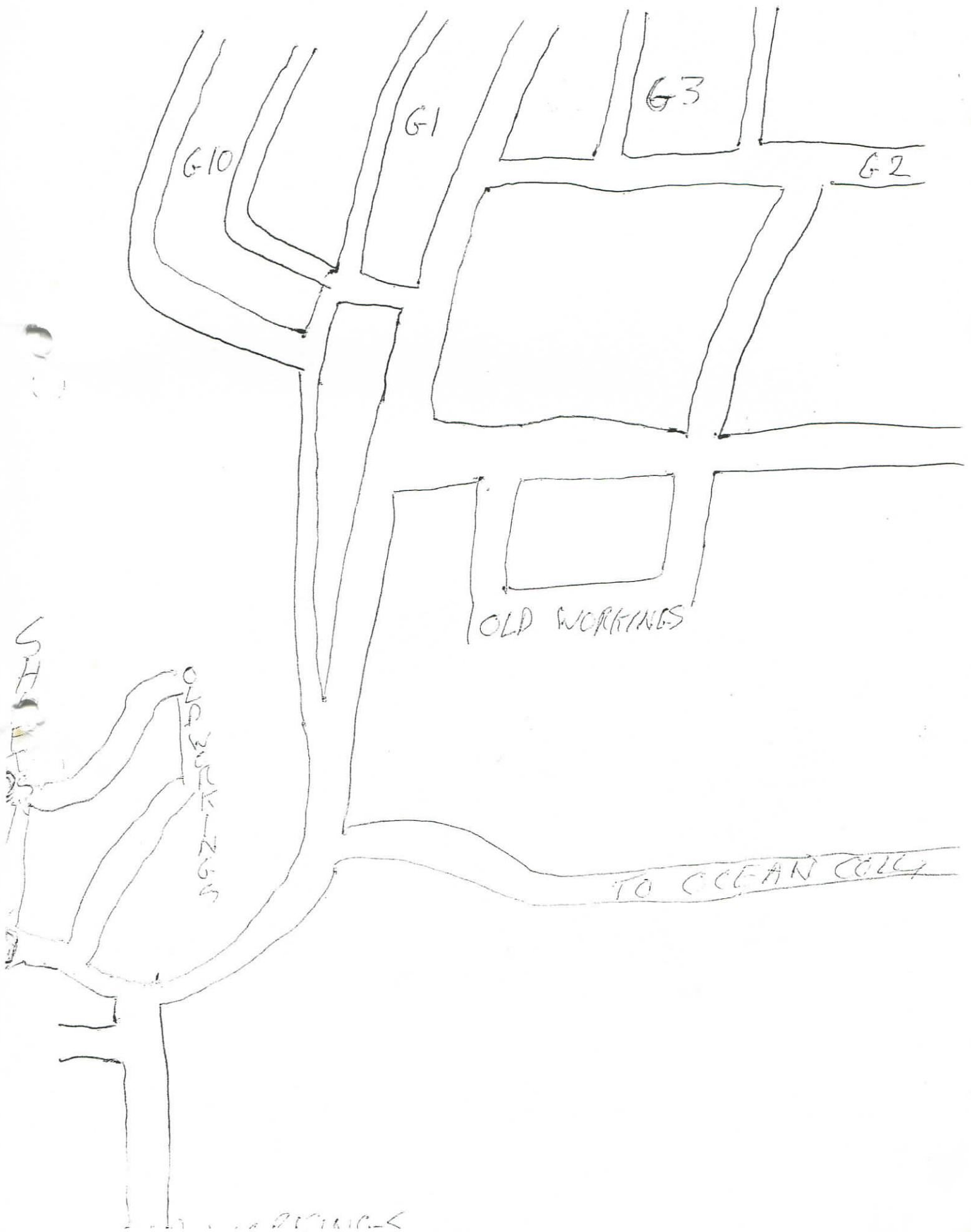
HAVE BEEN

SIGNED BY

BOTH PARTYS

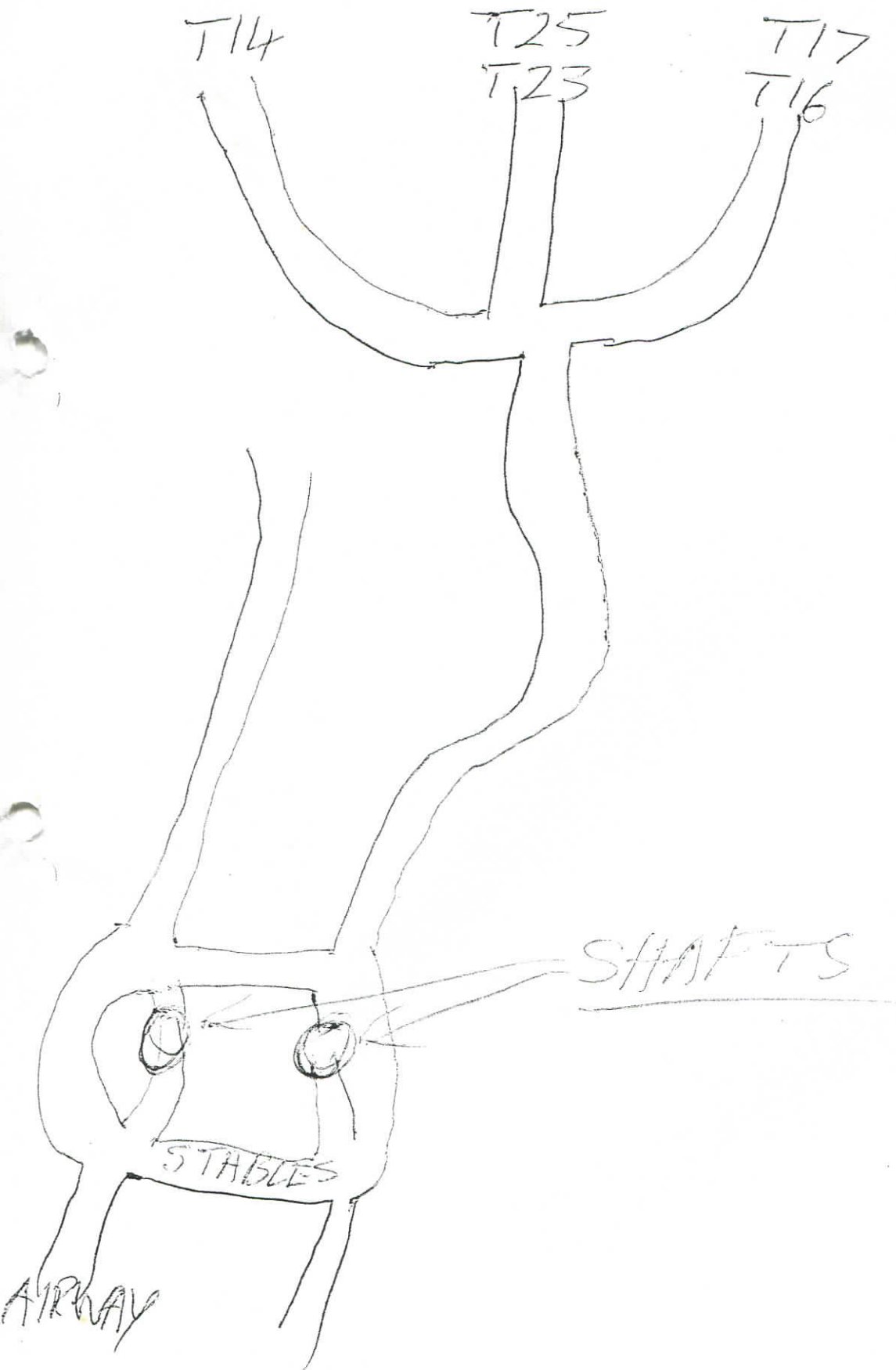
(WARNING)

# MAP OF UNDERGROUND OF CARN CALL,

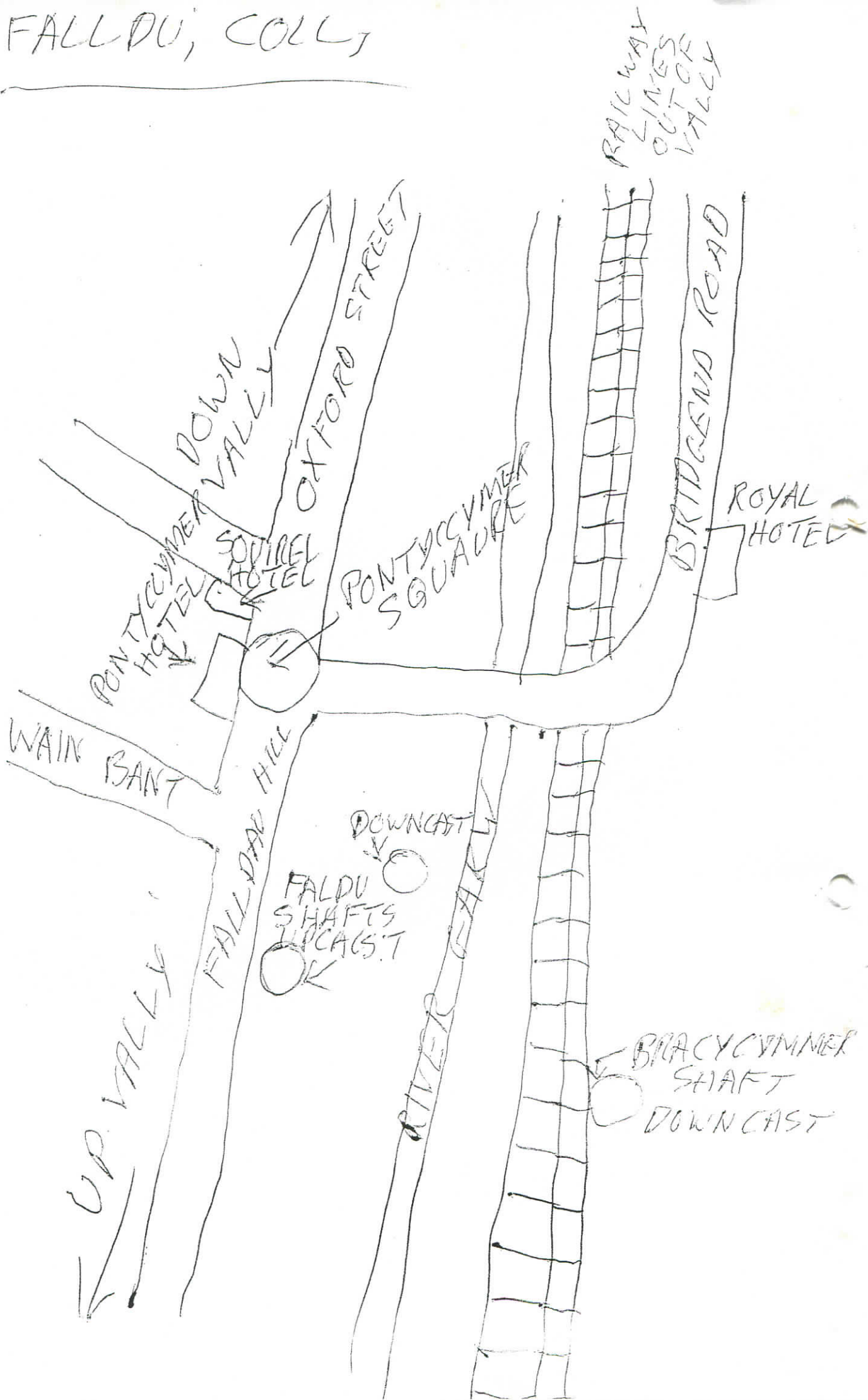




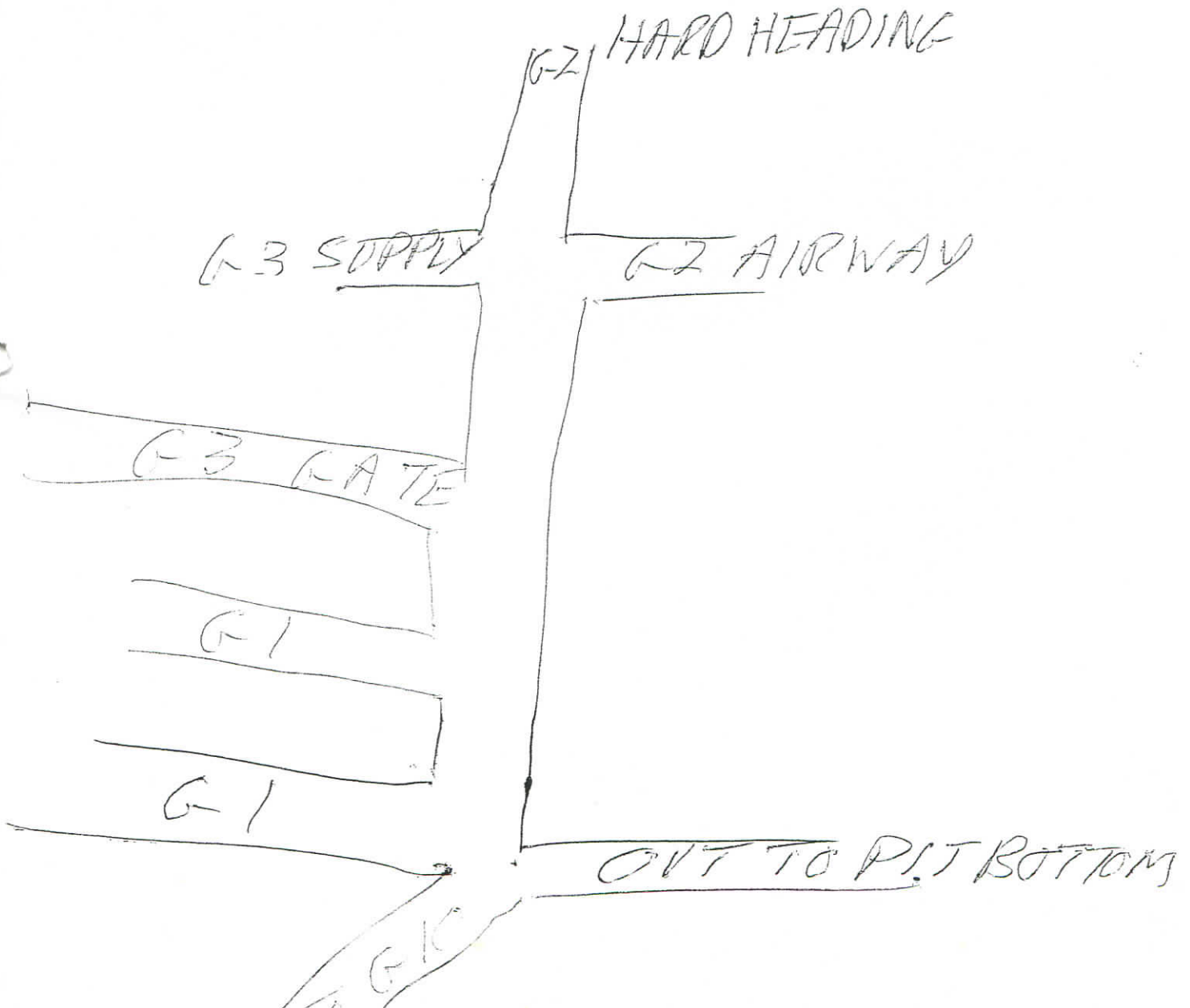
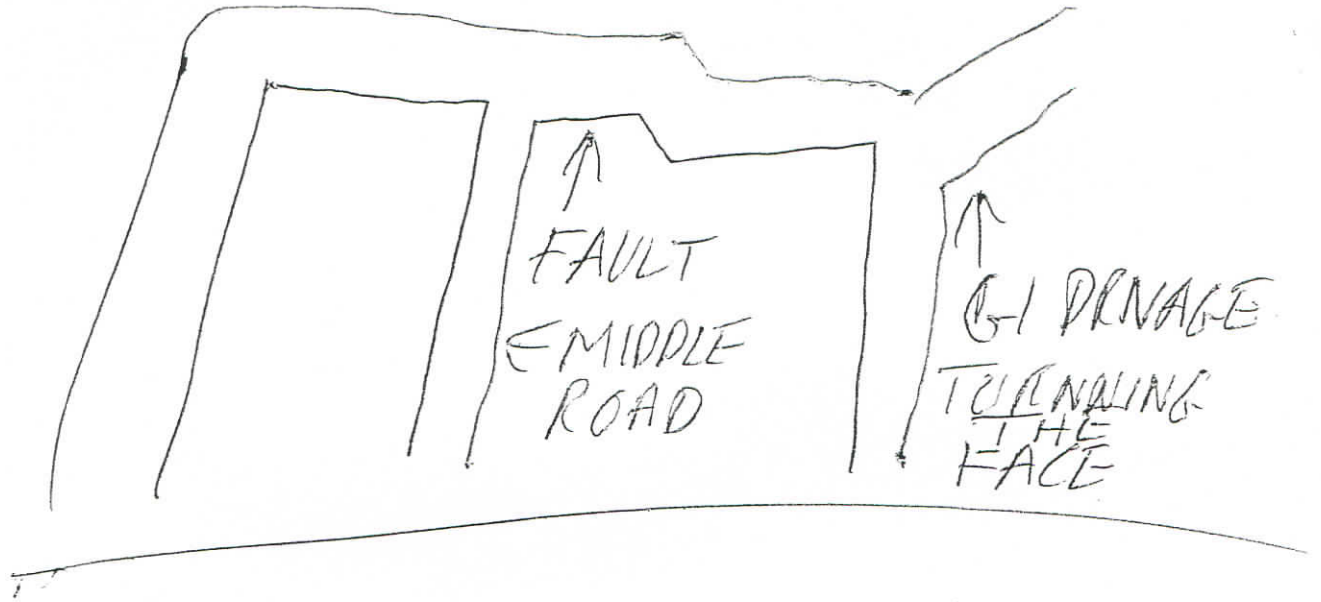
2 FT NINE SEAM OCEAN COLL,  
1950 TO 1962



# FALLDU, COLL

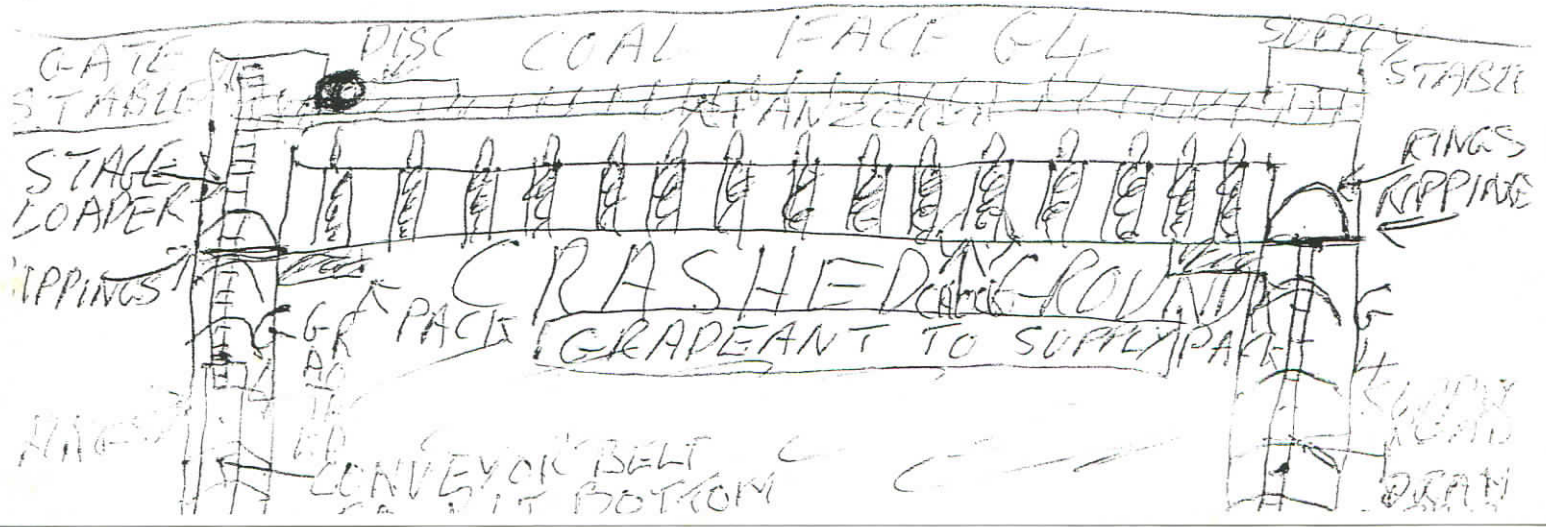


# CARN COLL



OCEAN COLL 1965 ONWARDS

WASHOUT HIT BIG FAULT



10

93

9ARW

NEW SPACER HOLES WE RILLED AS THEM.

PANZER.

ADVANCED COAL HEADINGS

TO MAIN BECT PANZER.

SPAGELANDER.

DISC COAL FACE PALE PANZER

SUPPERS

W HETE

TO SUPPLY (BAND) 150 405

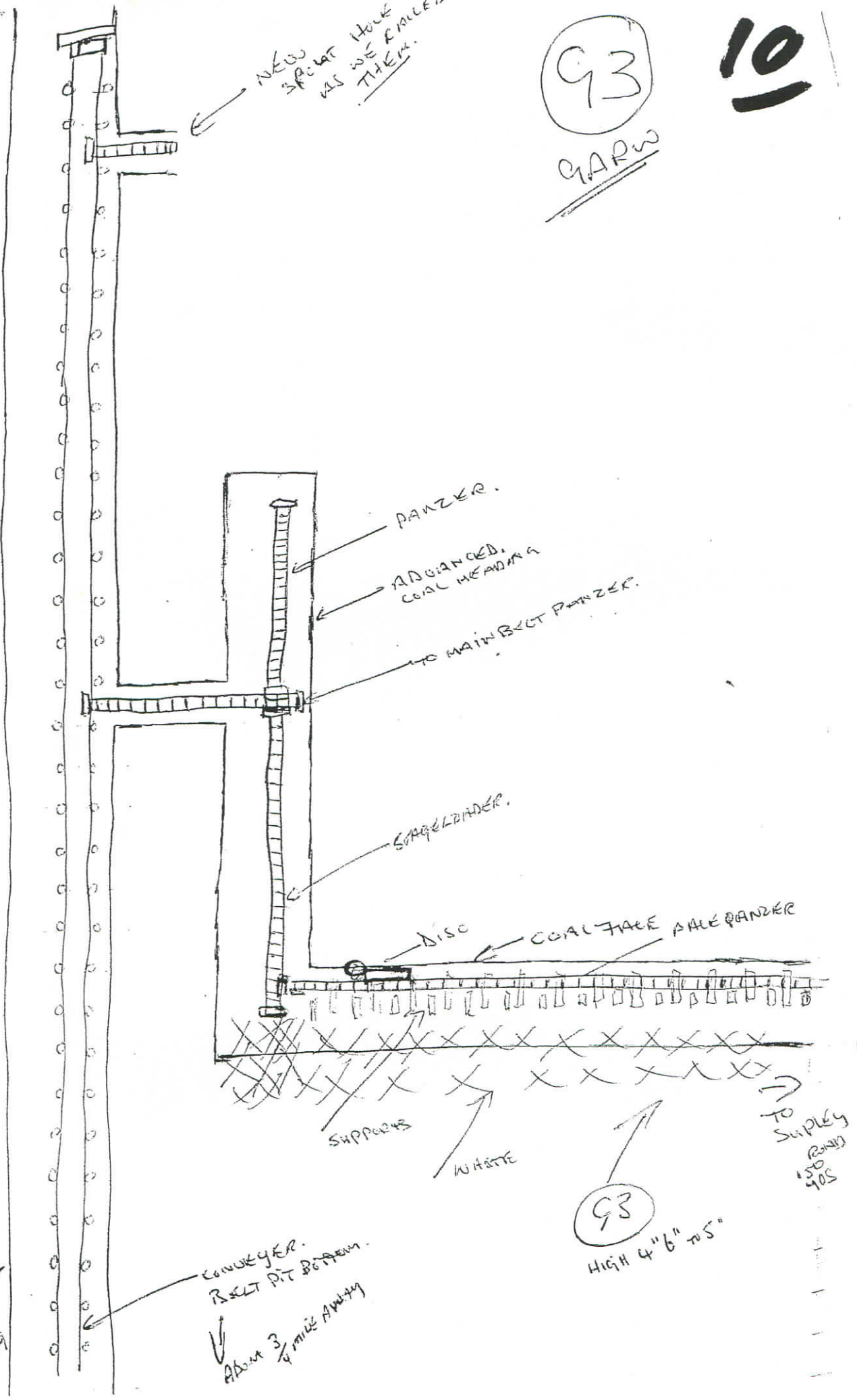
93

HIGH 4"6" TO 5"

CONVEYER. RECT PIT BOTTOM.

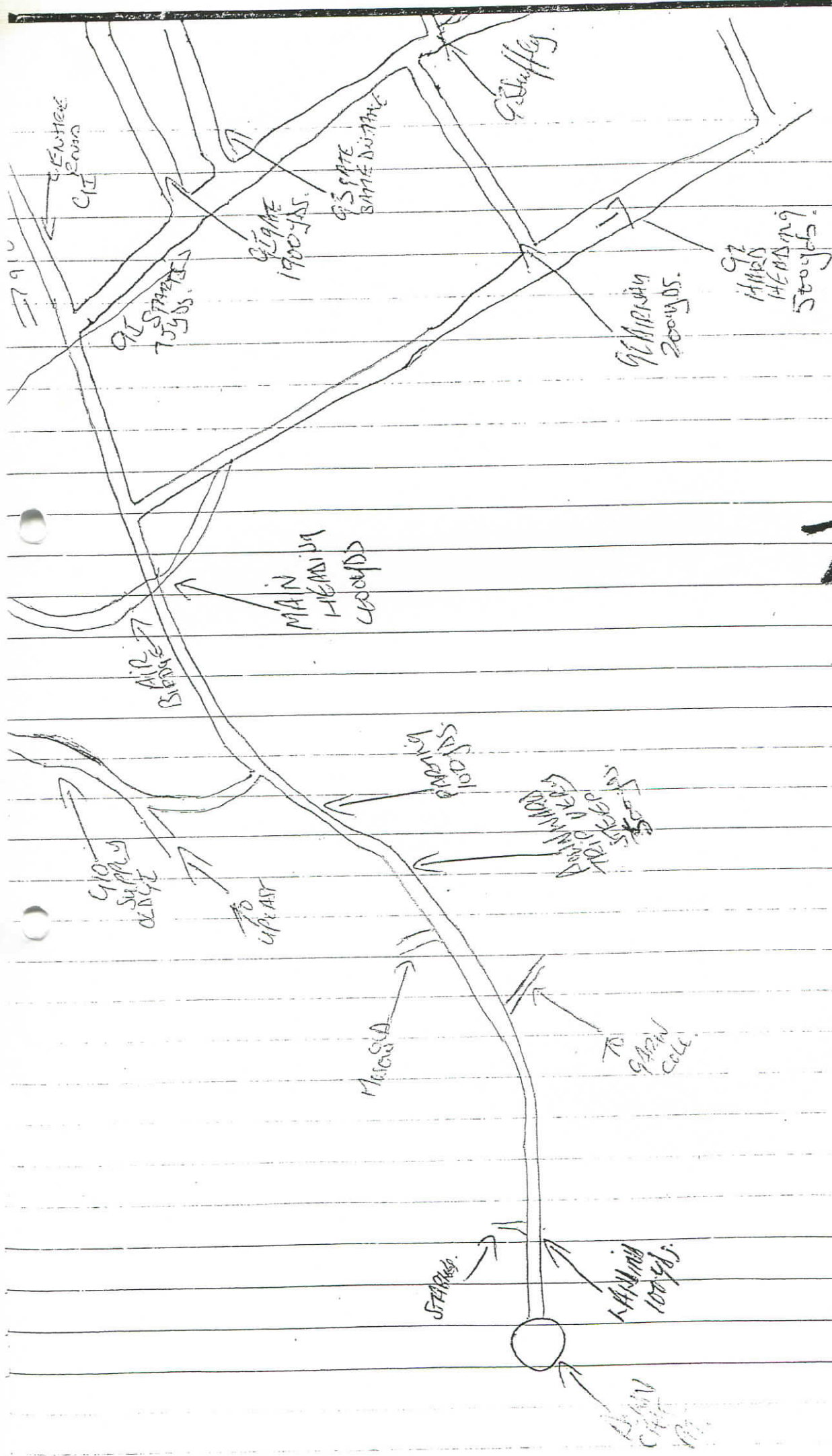
ABOUT 3/4 MILE AWAY

AD HEADINGS FROM THE 14th HEADINGS



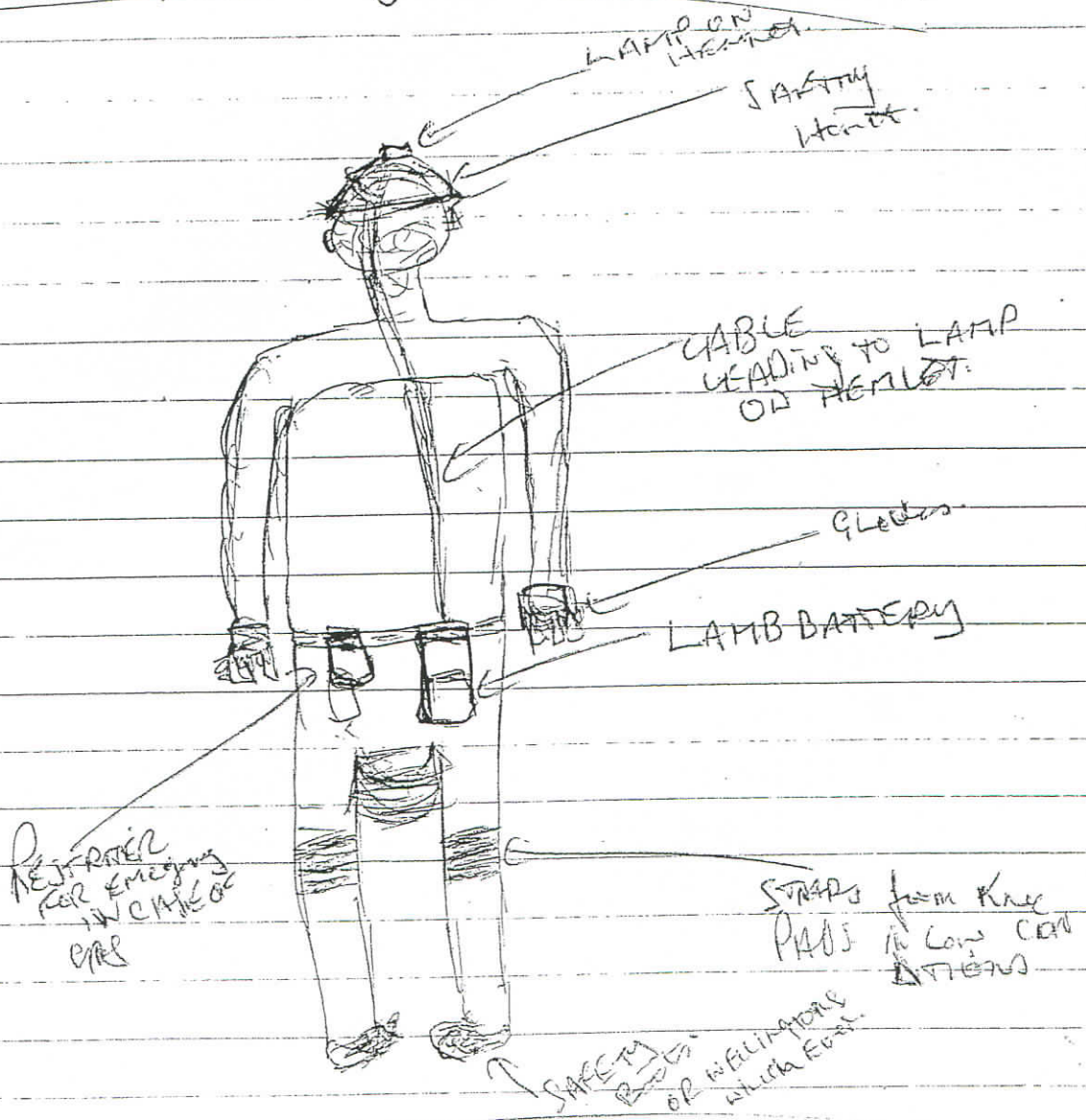






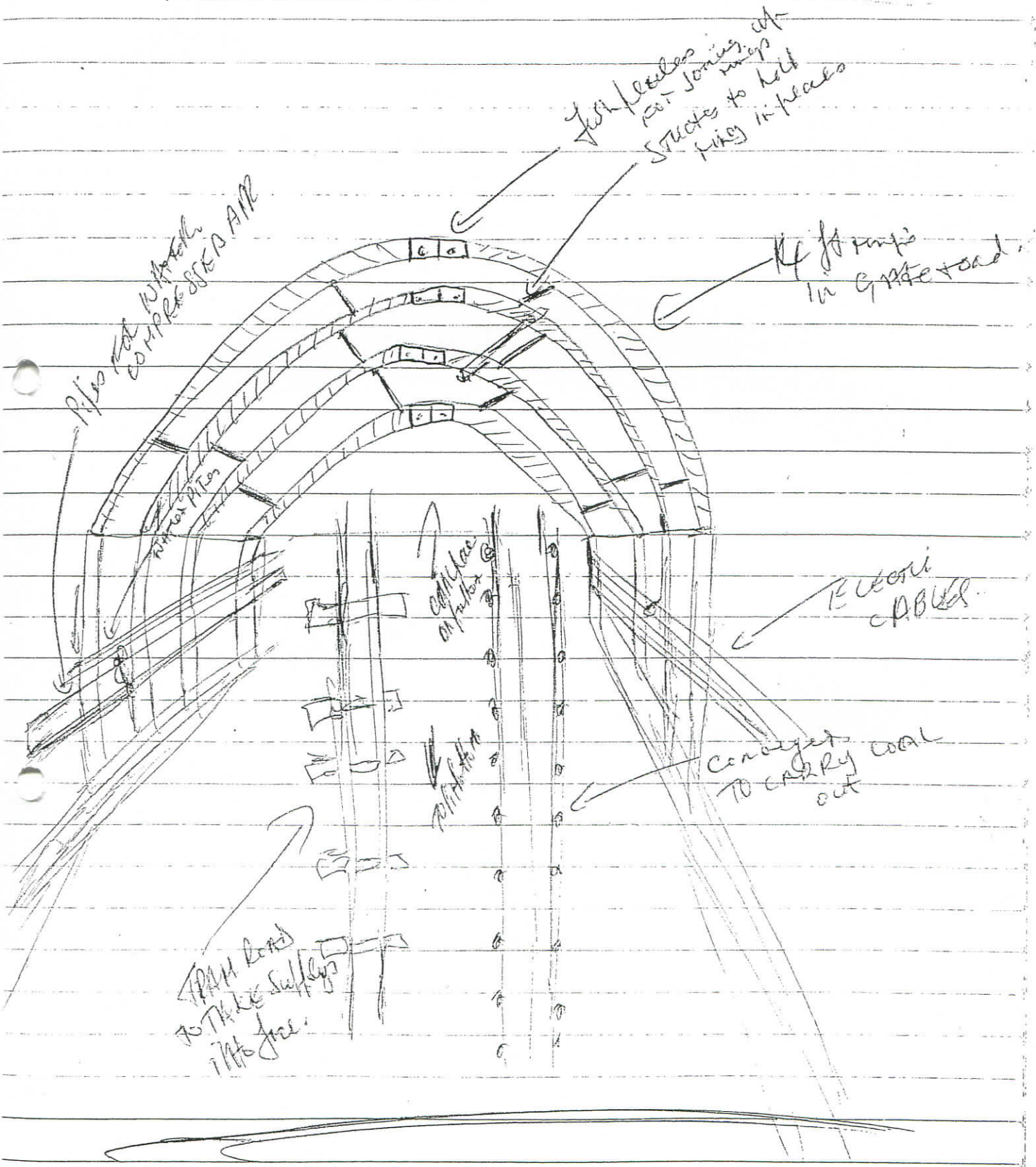
6,

Which was the 930 or 932.  
went up the Valley towards the Camp.



5

# Type of heading main roadway



Also for with compressed AIR

for cables at joints or struts to hold firm in places

If it runs in grate road

ELECTRIC CABLES

CONVEYER TO CARRY COAL out

TRAM ROAD TO TAKE SUPPLIES INTO FACE

CONVEYER TO CARRY COAL out

CONVEYER TO CARRY COAL out



41

Supply road

10 ft gauges

Supply riffs

BARBED WIRE  
CHECKS  
FOR PASSING  
TAIL END  
MOUNT

TAIL  
PIERCE  
MOUNT

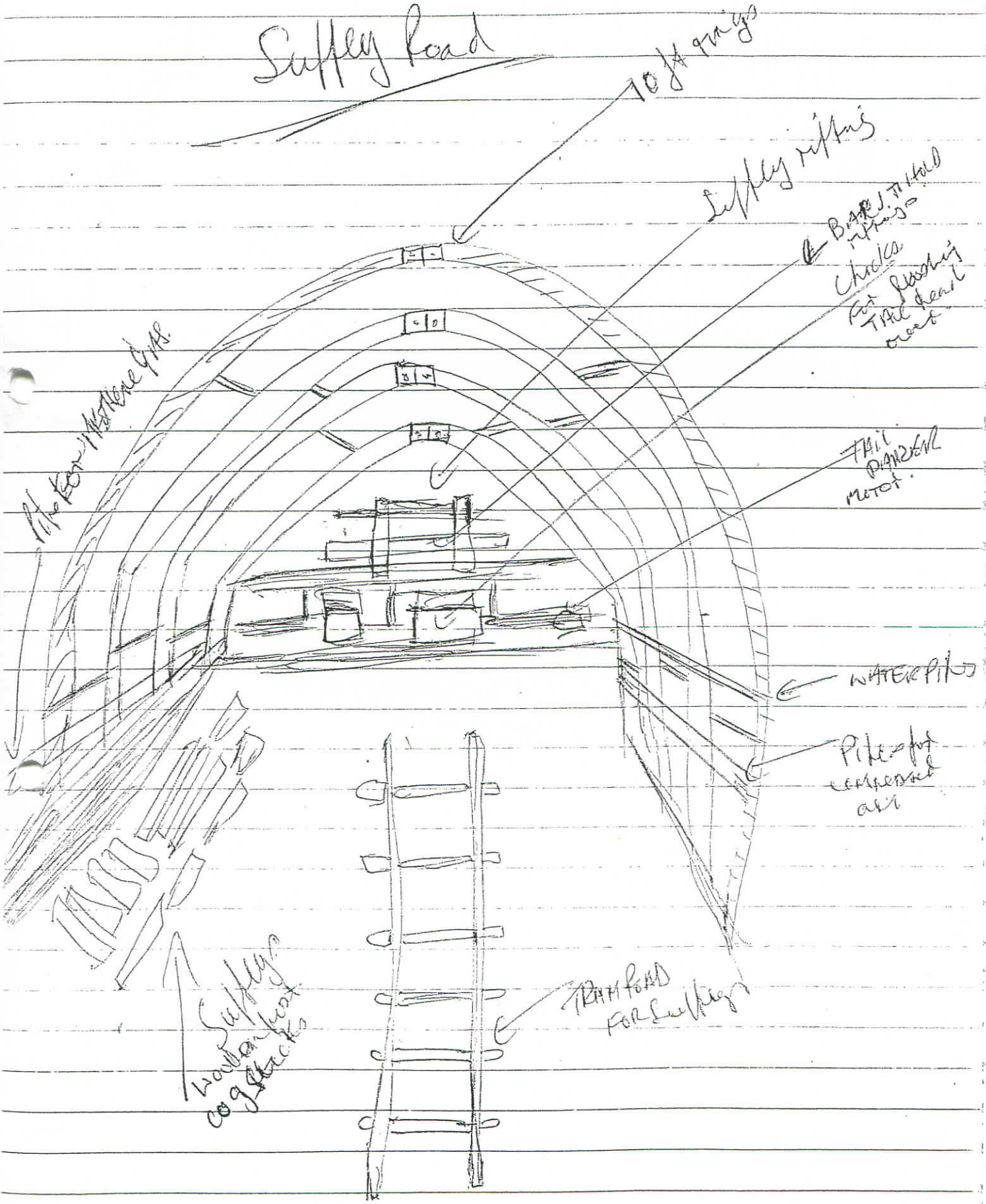
WATER PIPES

Pipe for  
compressed  
air

TRAM ROAD  
FOR SUPPLIES

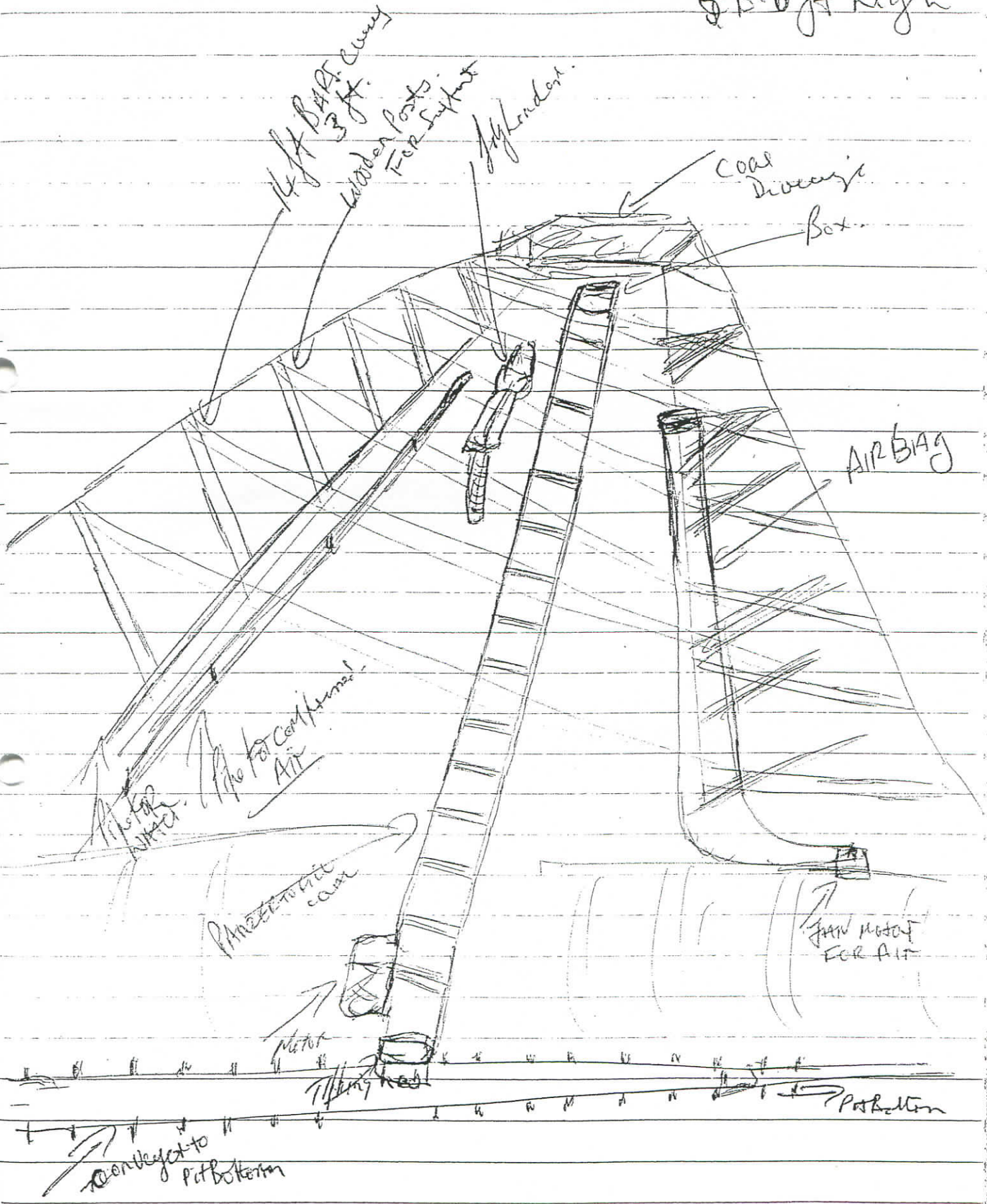
Supply  
wooden  
logs  
stacks

1/2 ton  
MOTOR  
PUMP



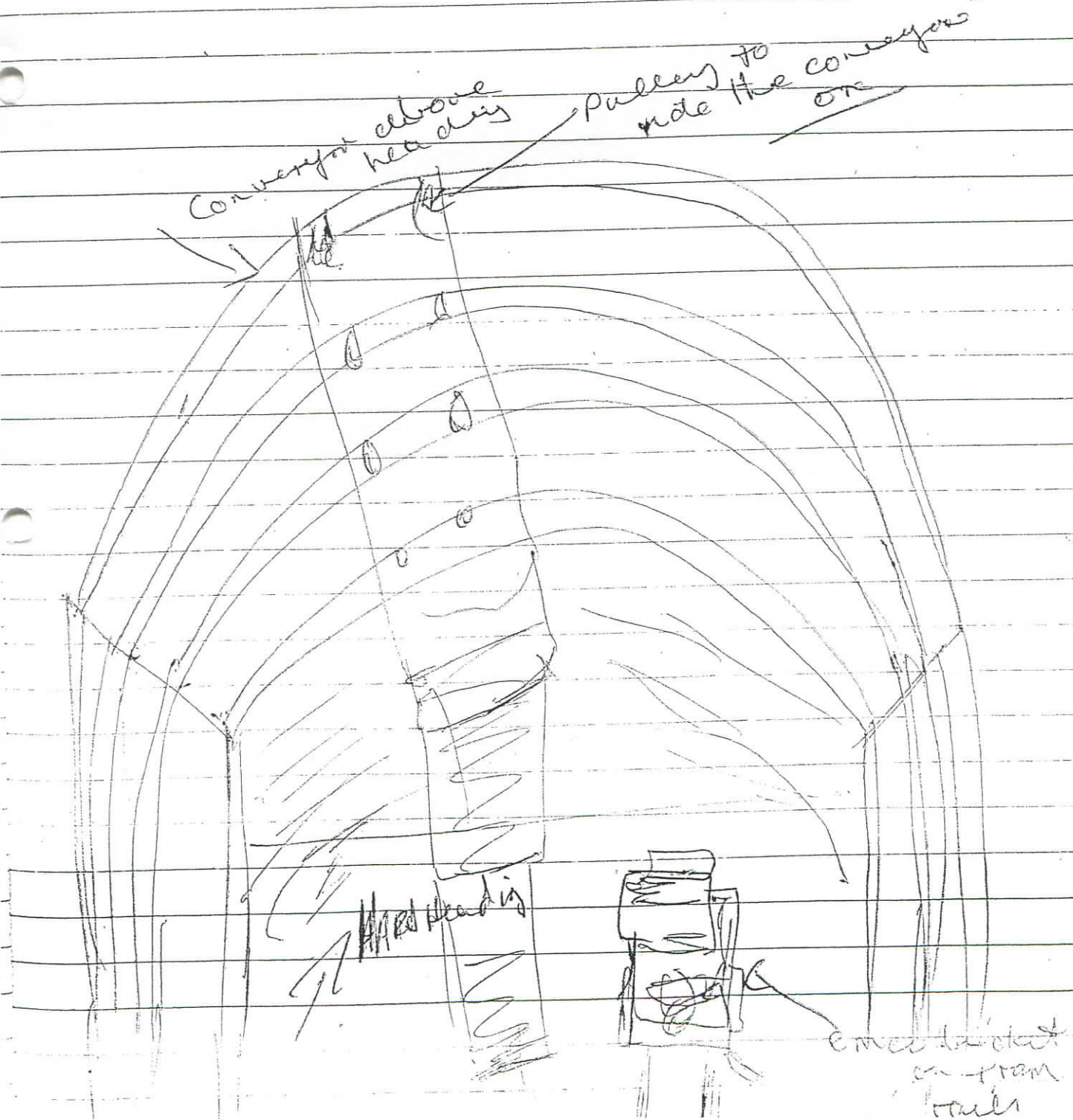
# Coal Diverge

1/4 ft Wide  
5 ft 6 in High



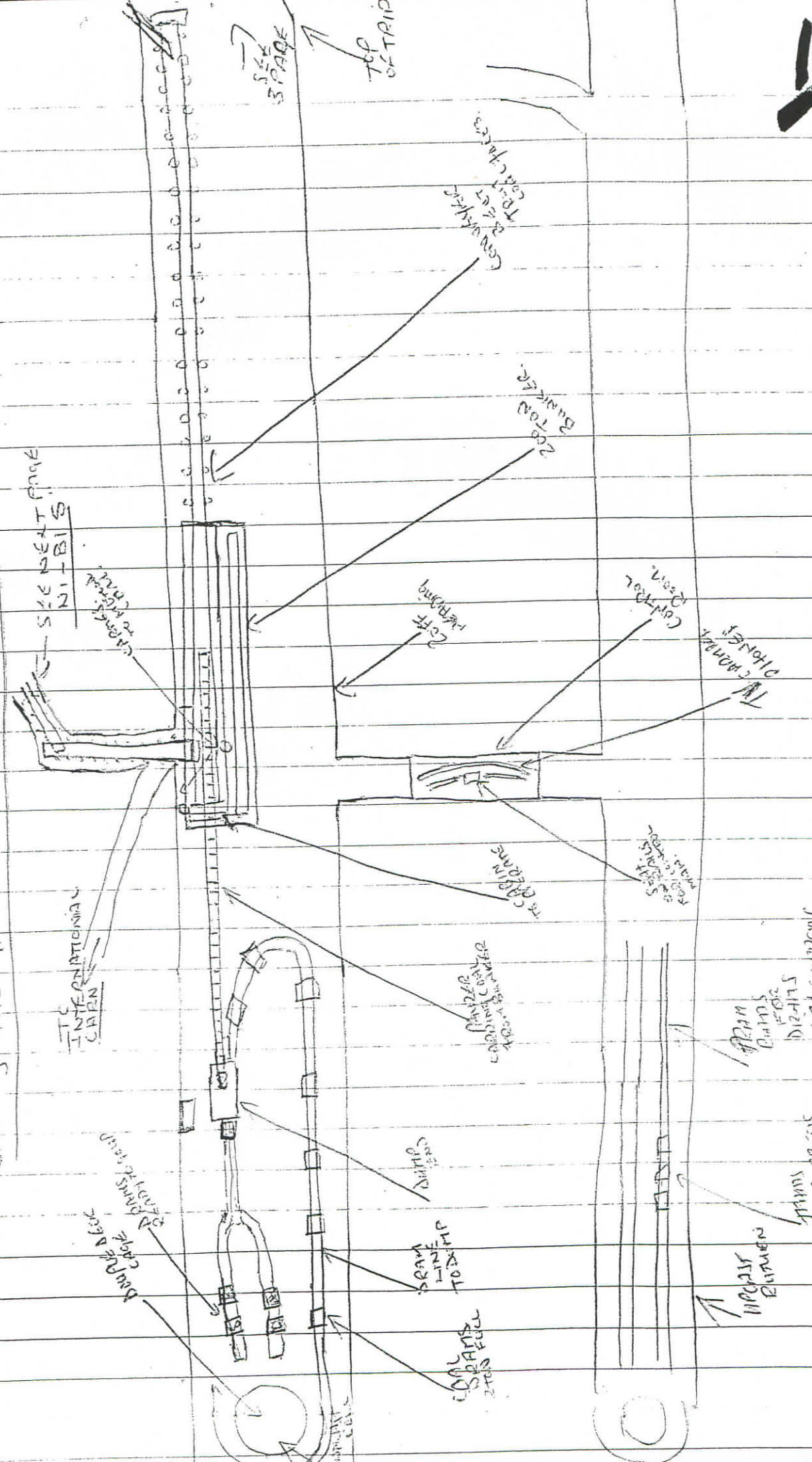
In 1965 the CAPW won a award for the invention of A conveyor belt attached to the top of a <sup>hard</sup> heading on a pollay system so that it could be pulled back to fix the hard heading it was very good for its day, a rough dia below shows what it looked like.

3,



DETAILED DRAWING OF CABLE COLLECTOR  
SHOWING THE MACHINE AND BELTS ETC

LINER DRAWING



4

81

to the valley  
to the corner

all the off 8 lanes

the slanted

Quendine St.

DIVIS ST

GREEN  
RIS

Produce line from  
Olen Cole

Station St

Small  
Bridges  
over  
road.

Blue  
spot

canoe

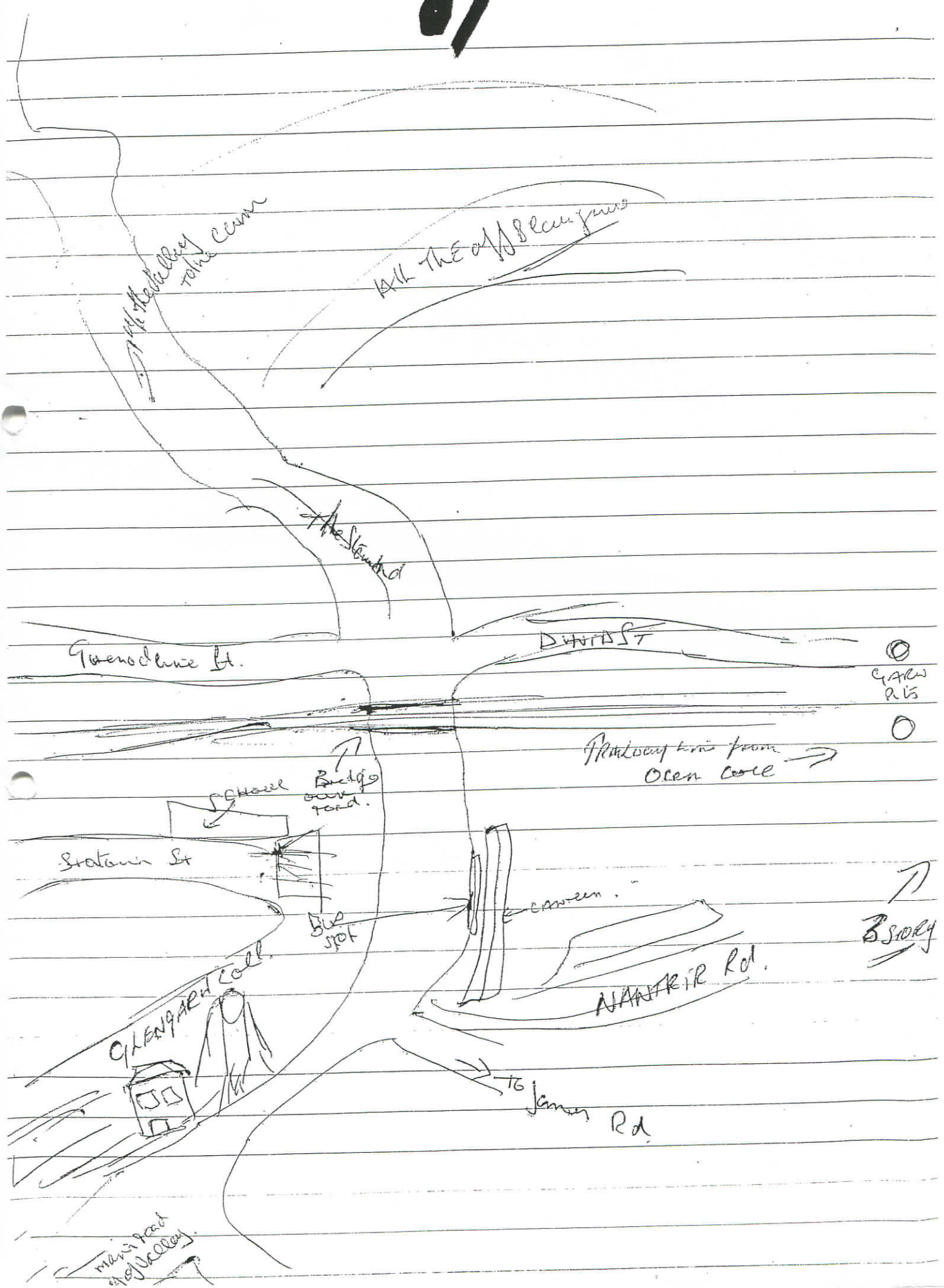
Bsoly

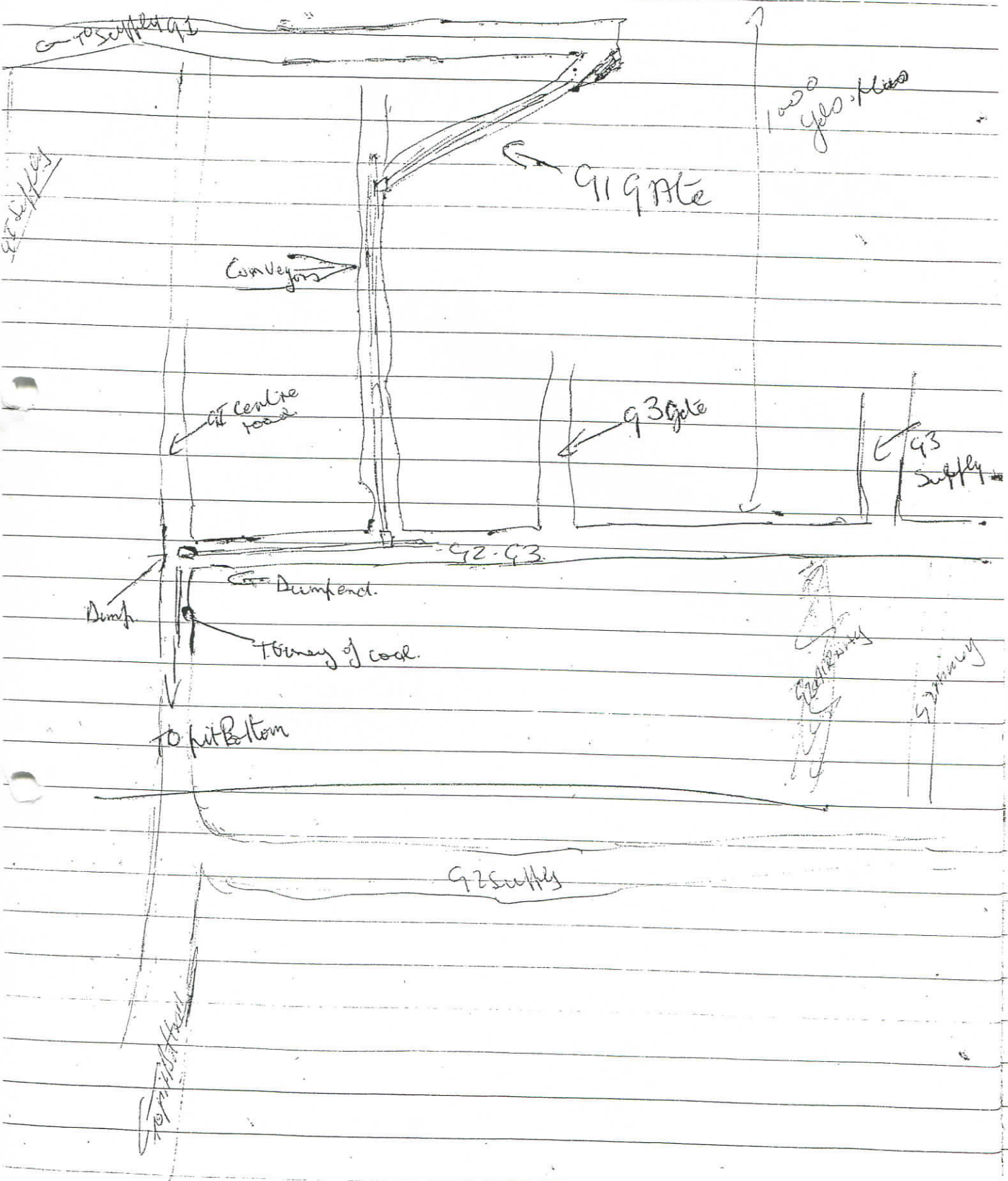
GLENGARH COLL.

NANTRIR Rd.

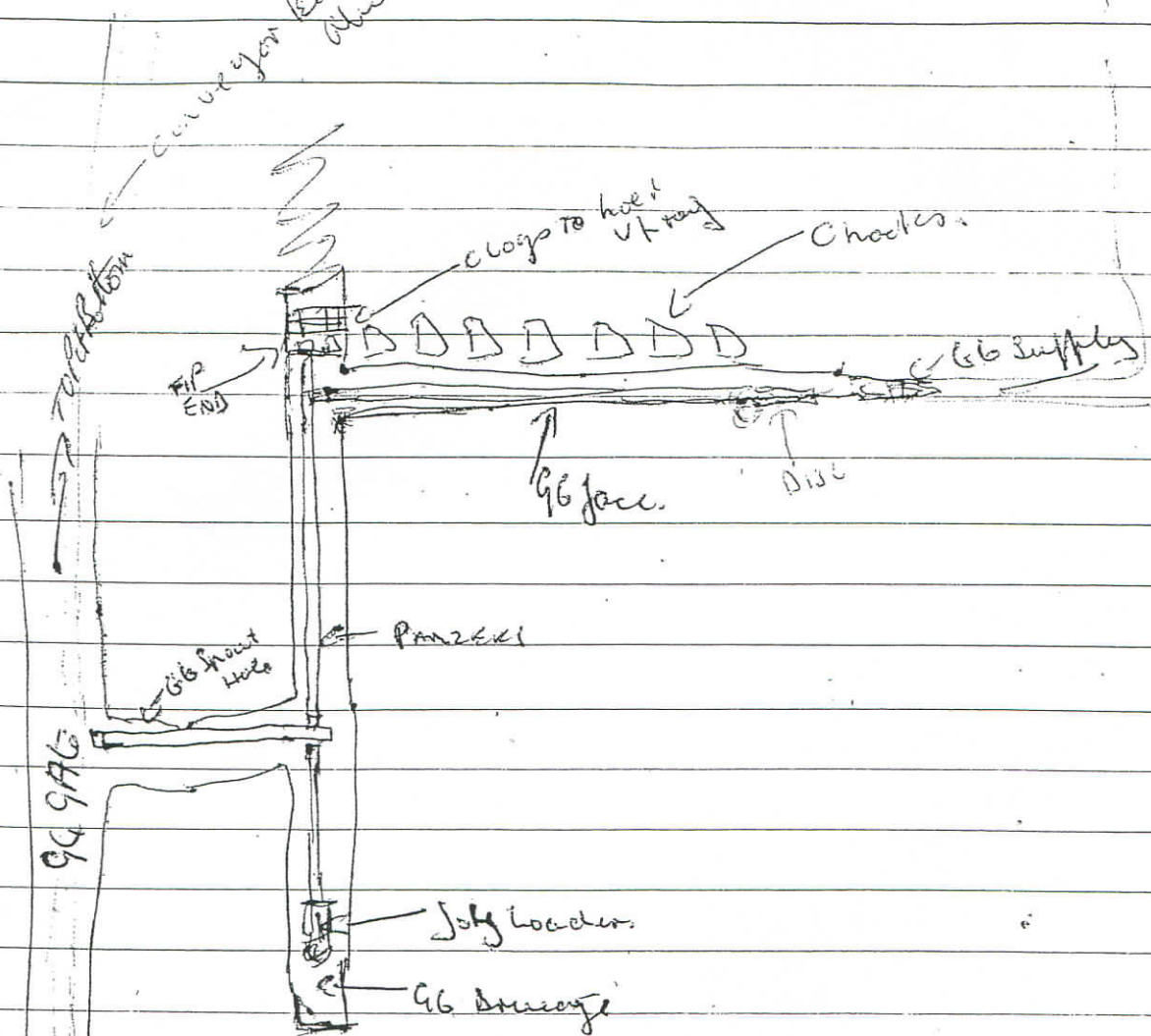
76 James Rd

main road  
of the valley





can be your Belt to fit Bolt  
show me

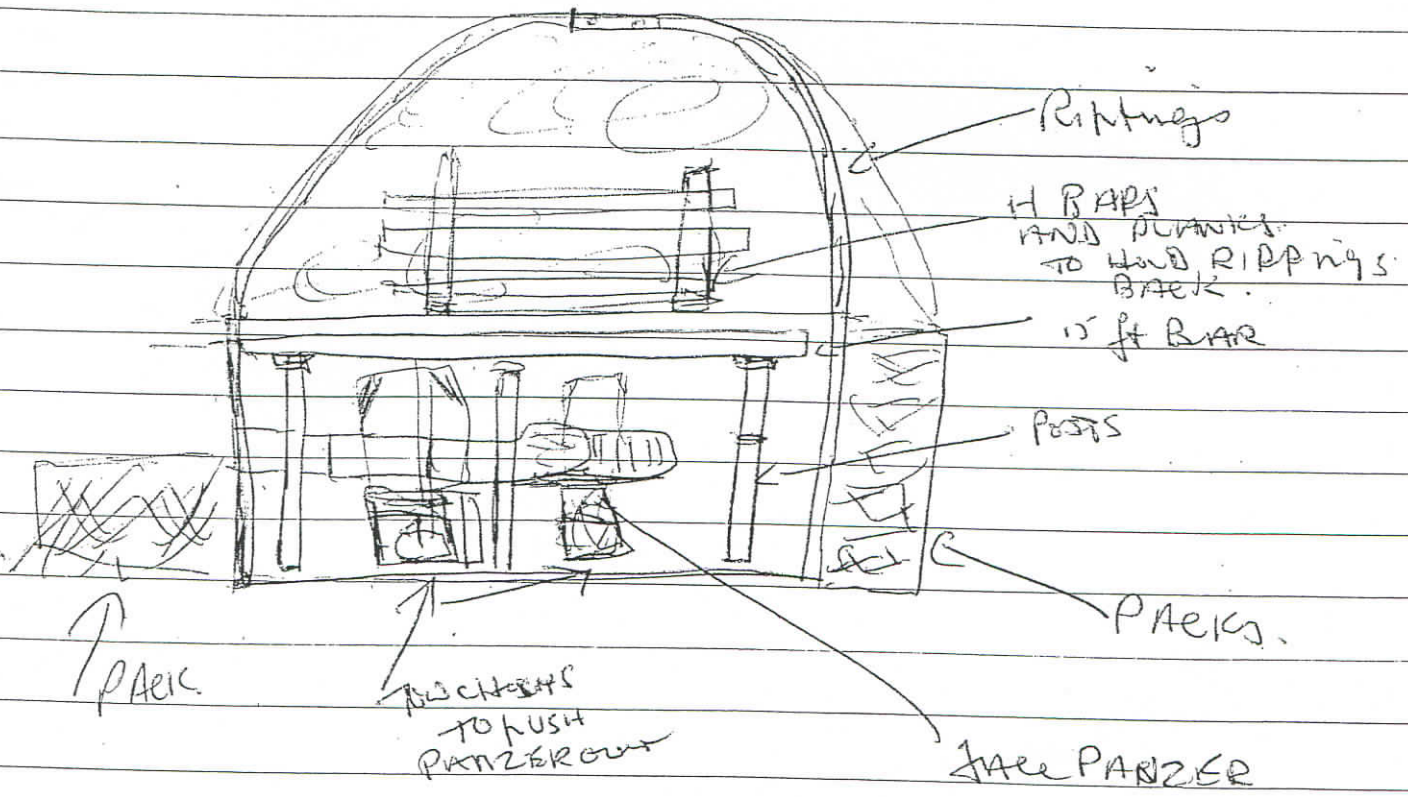


Old contents 94

New front hole  
getting done  
be for 16 face  
get photo

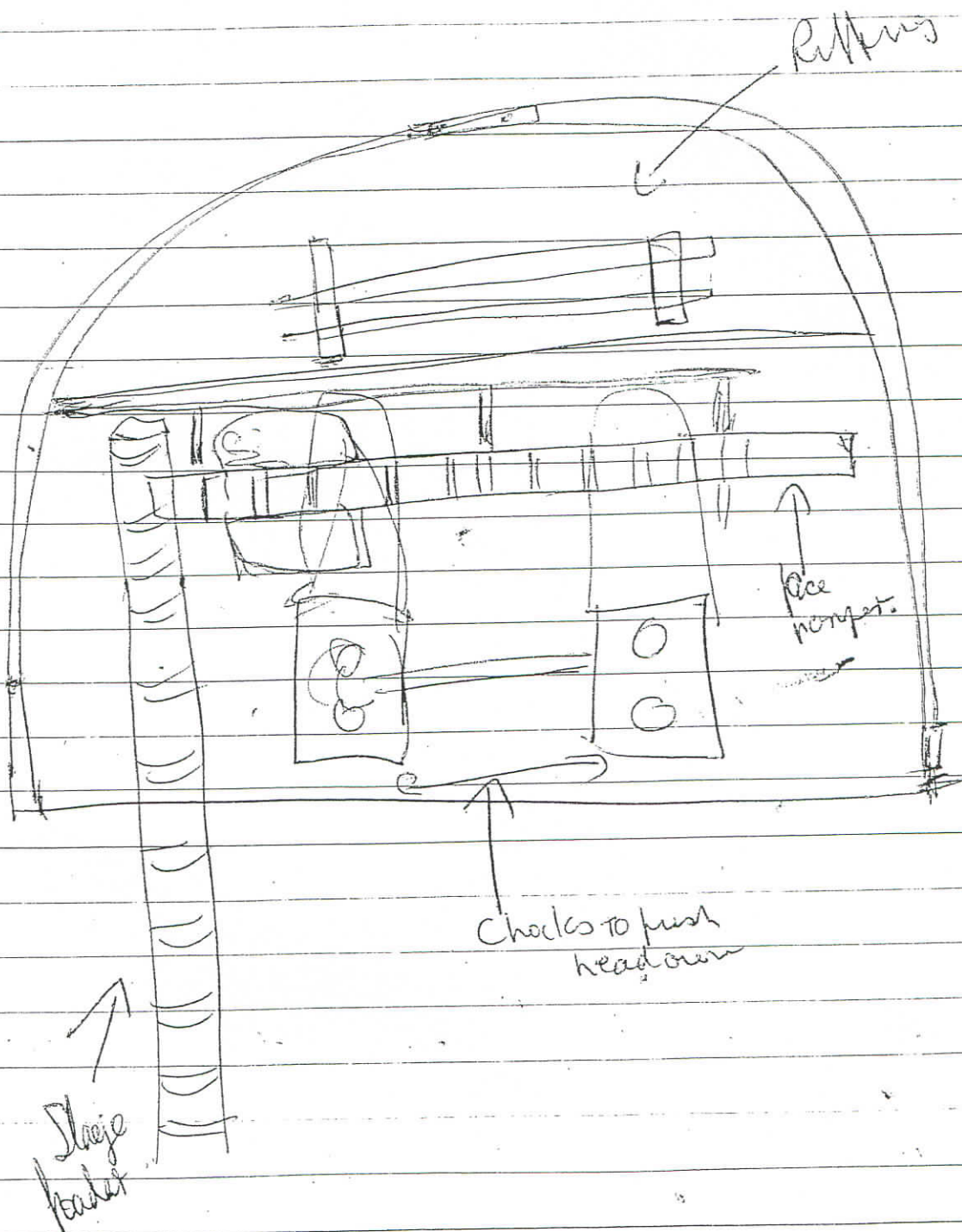
5,

HEADING AND RIPPINGS TAIL END  
10ft Rings

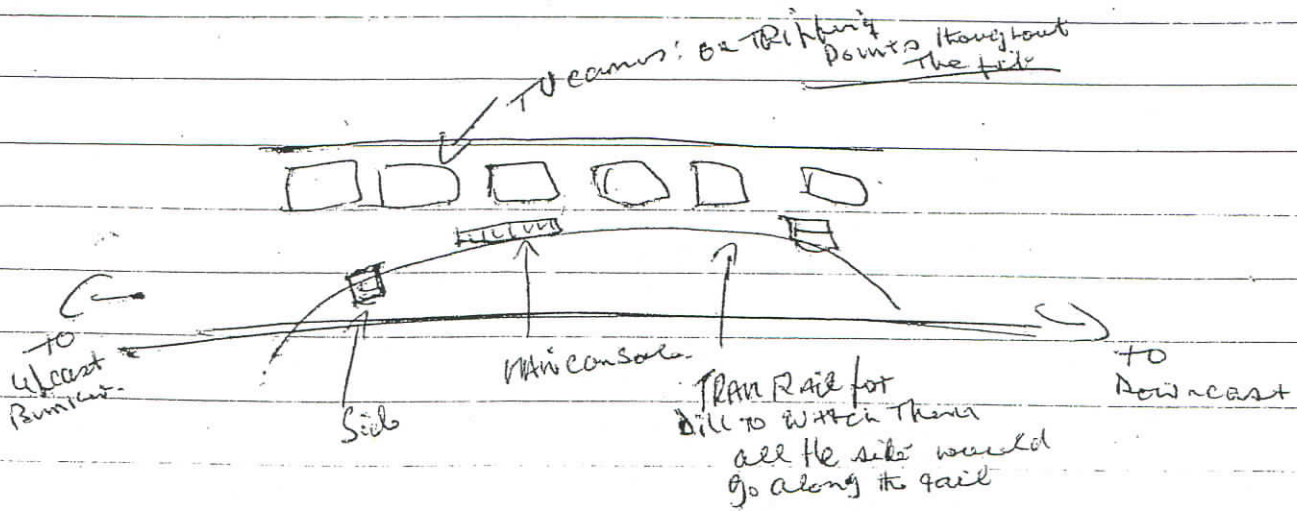
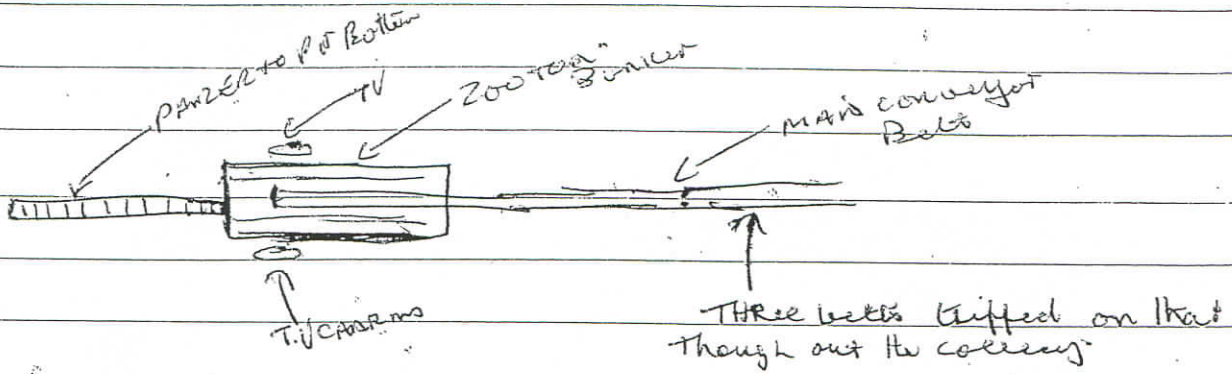


41

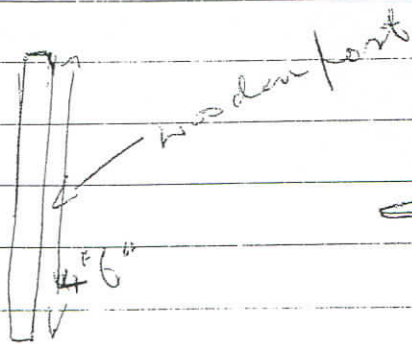
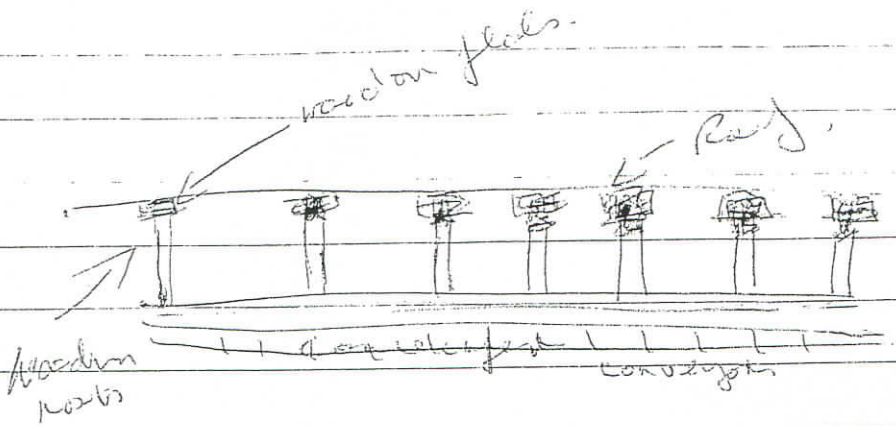
GATE Heading 14 ft Rings



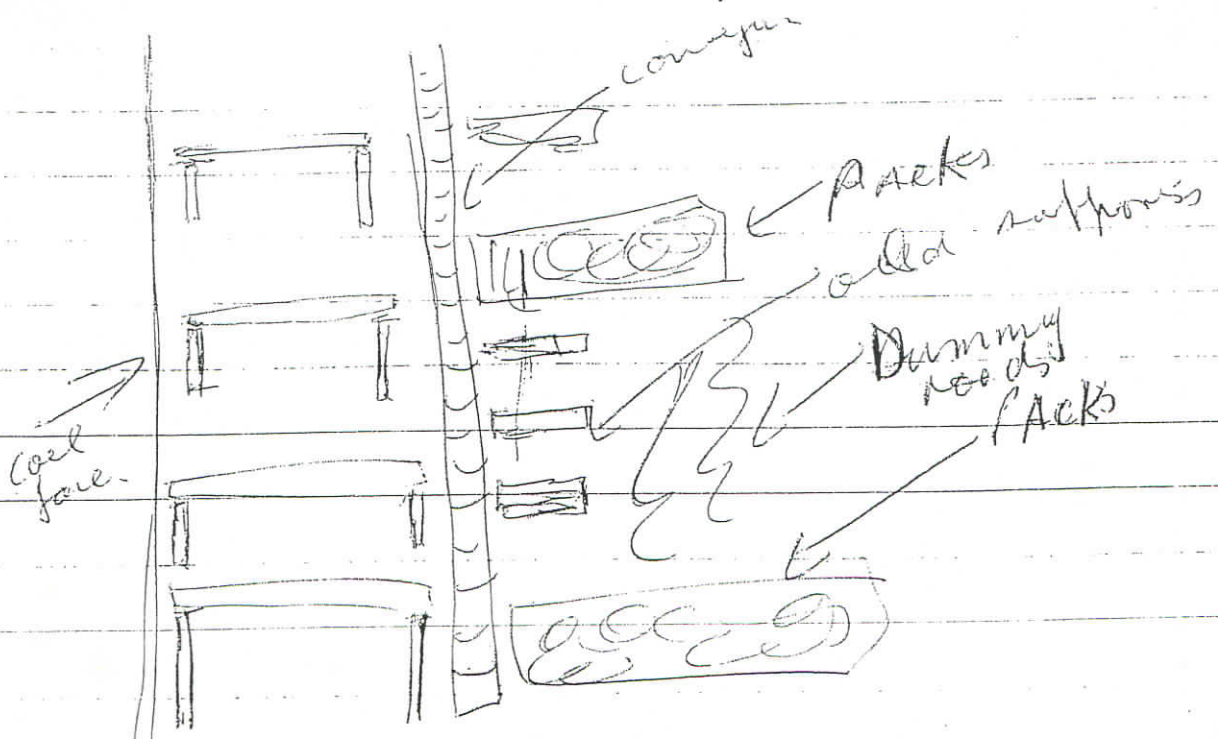
3,



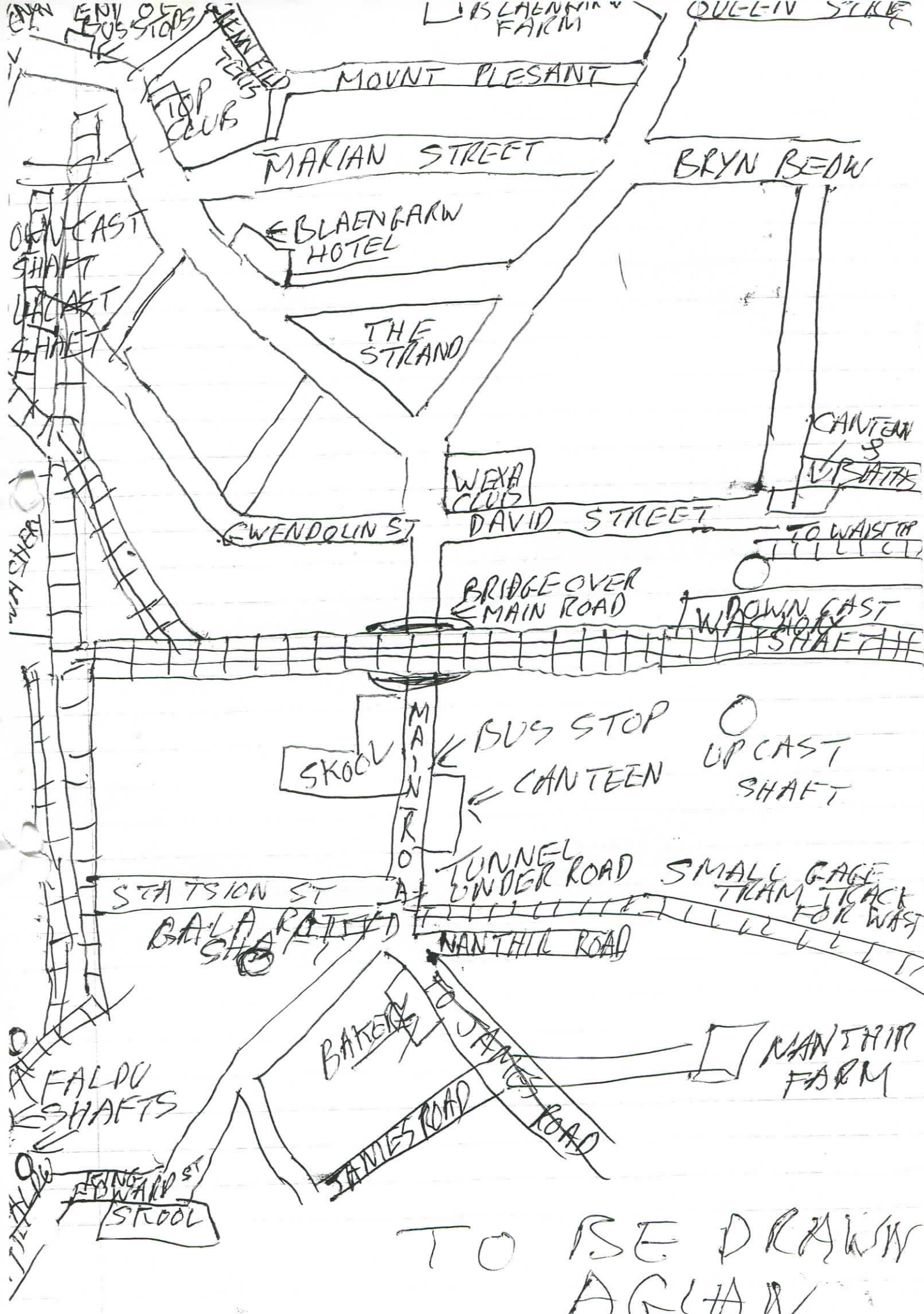
21



Wooden flats  
cut me through the middle  
on its surface. 4'6''







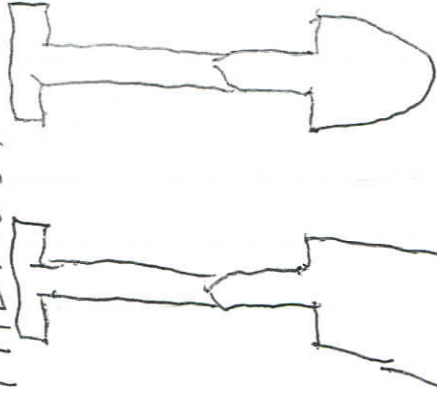
TO BE DRAWN AGAIN

ALL HAD TO BE PAID FOR UNTILL THE LAST FEW YEARS

EVERY DAY

TOOLS OF MINERS,

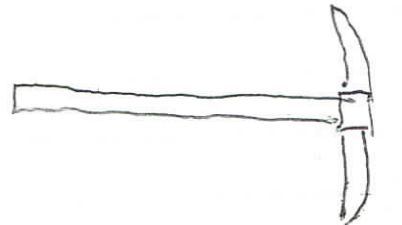
4 OF THESE, THAMES,



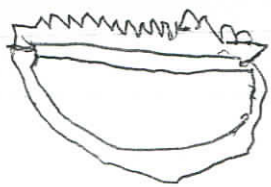
SCOTCHY  
OR SQUARE  
NOSE



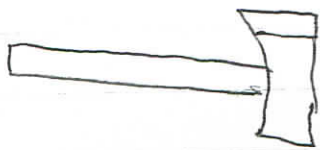
ROUND  
SLEDGE  
NOSE  
MAUL



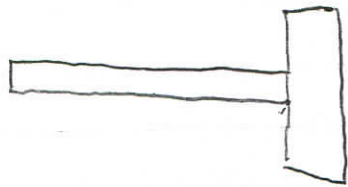
BOW  
SAW  
MANDREL



SLEDGE  
MAUL



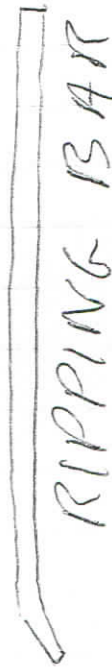
HACHET  
SAW



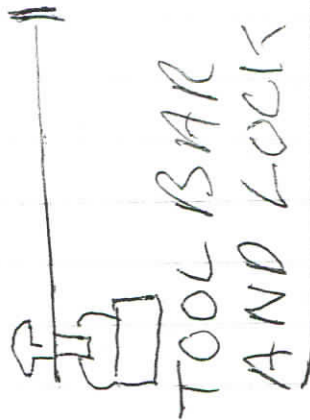
LARGE  
SLEDGE  
MAUL



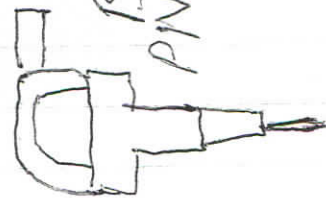
TWO OF THESE  
STILSON  
WRENCH



RIPPING BAR



TOOL BAR  
AND LOCK



BLAST  
PNEUMATIC  
PICK



TWO MAN  
SAW

END WHICH WENT IN CHUCK PILLS WHICH

DRILL TO TUNG-  
STONE  
BORE COAL  
FOR INFUSION  
TO DAMP DOWN  
THE COAL DUST

AND NOT  
FORGETTING  
HOLES FOR  
EXPLOSIVES

INFUSION ROD

RUBBER  
SEALS

CHUCK  
WHERE  
THE DRILL  
WAS PLACED

HANDLES

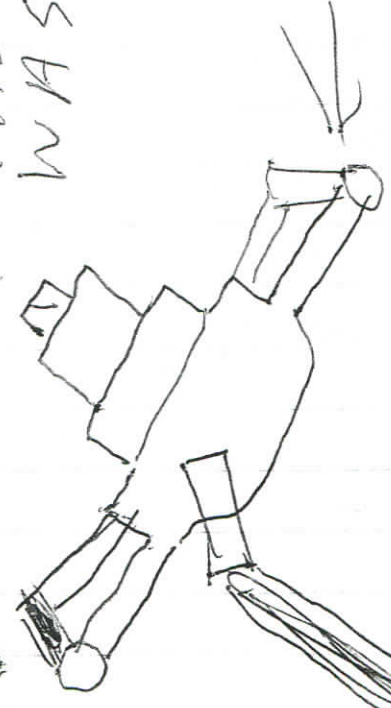
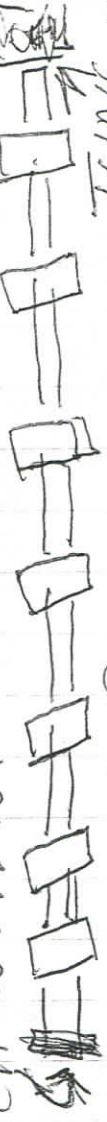
HOLLOW

TWIST GRIP  
CONTROL  
HANDLES

BLAST  
HOSE

WATER  
HOSE

HANDLE TO  
LOCK RUBBER  
SEAL



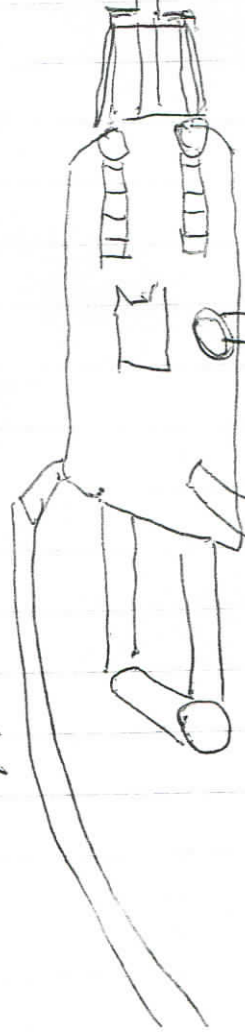
ROCK DRILL S LEG

TO BORE HOLES  
SO THAT EXPLOSIVE  
CHARGES COULD GO IN ROCK

BORING  
BIT  
TUNGSTONE

HOLLOW  
DRILL  
WALICH  
ALLOWED  
WATER THROU  
TO THE BORING  
BIT

WATER  
HOSE



BLAST  
HOSE

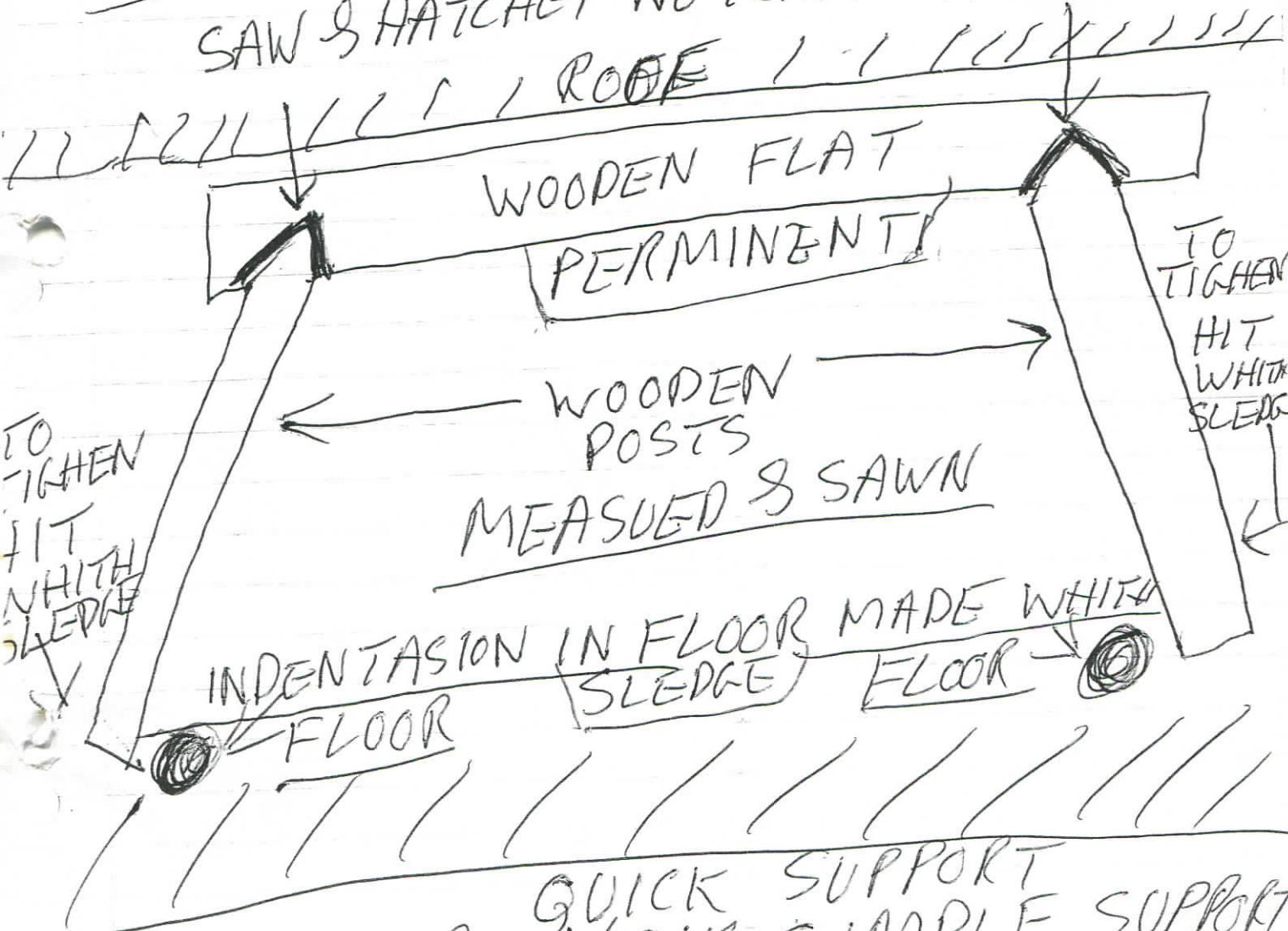
BLAST  
REGULATOR  
ON LEG

AIR  
PISTON

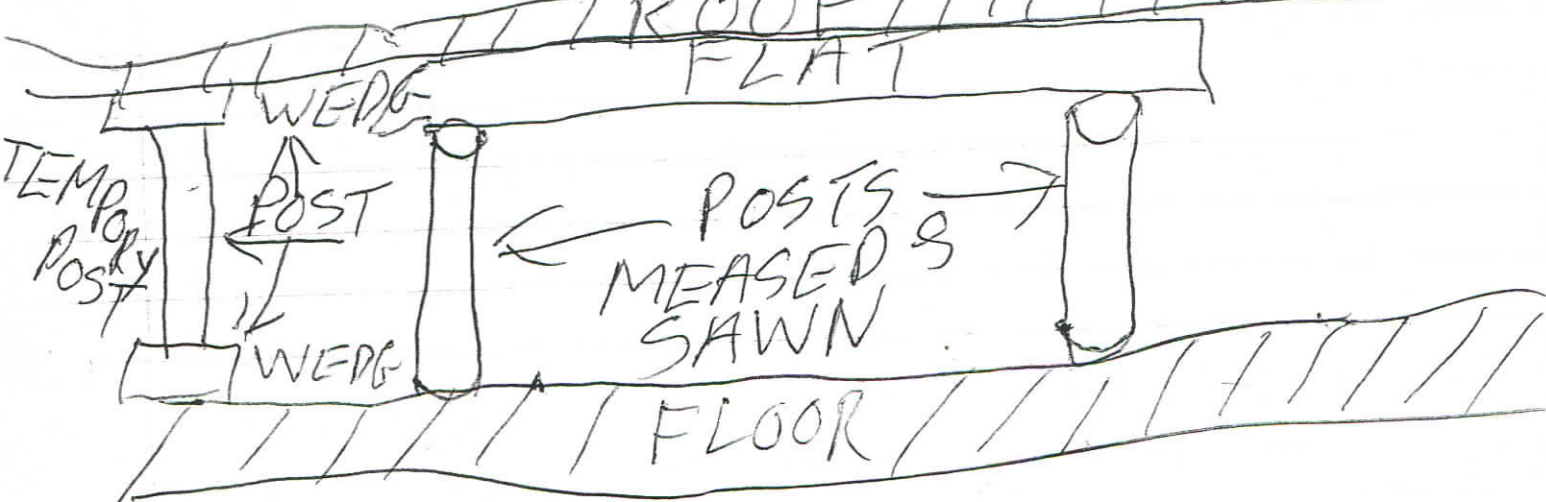


# OLD CONVENTIONAL WOODEN POSTS & FLATS

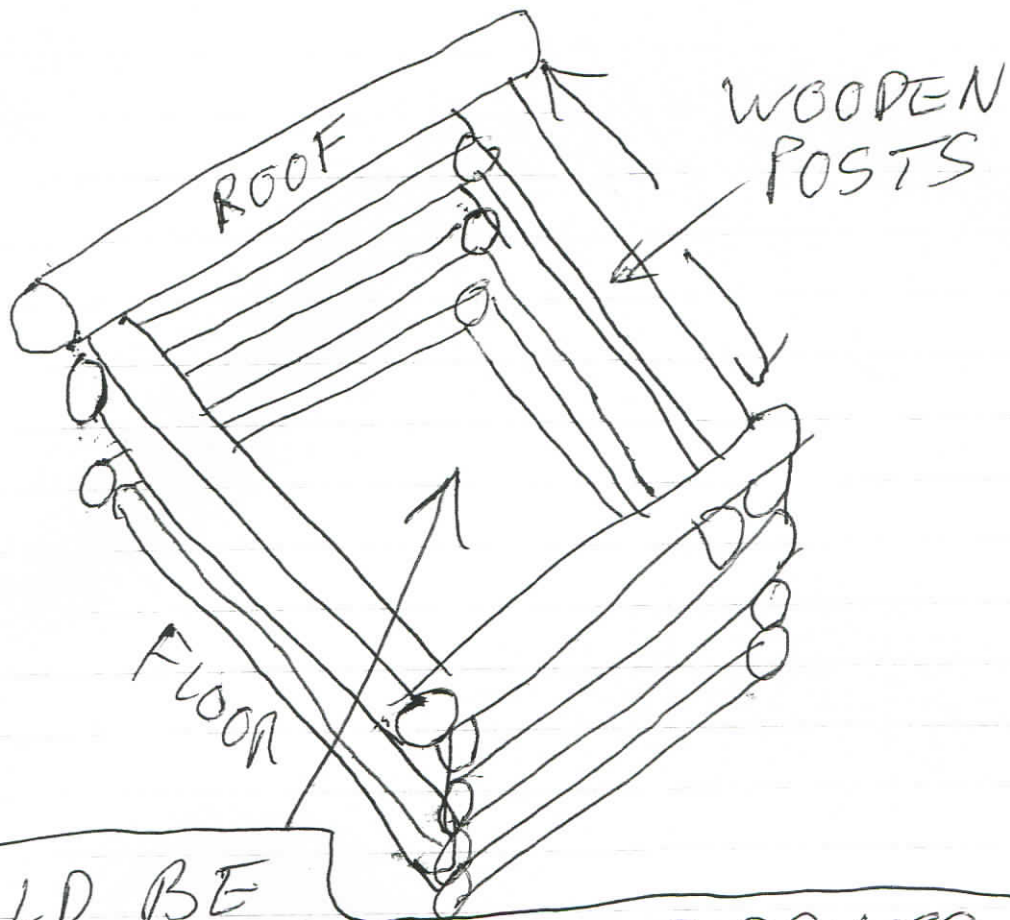
SAW & HATCHET NOTCHED TIMBER



QUICK SUPPORT  
OR YOUR SIMPLE SUPPORT

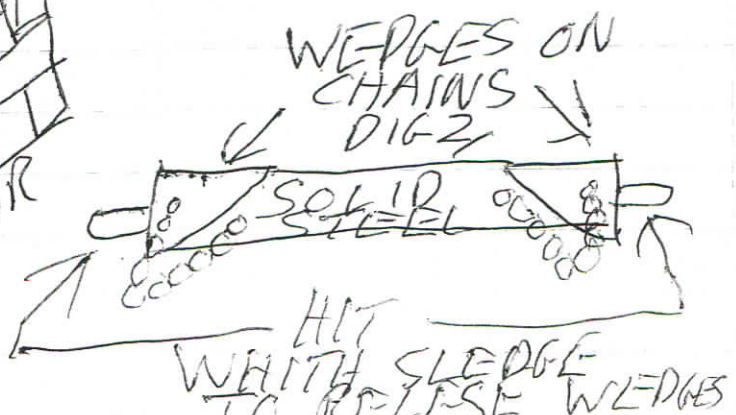
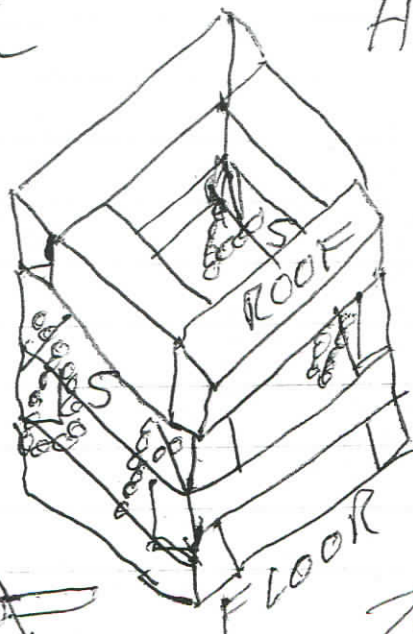


# CONVENTIONAL WOODEN COG



COULD BE FILLED WITH RIPPINGS (MOCK) FOR STRENGTH PERMENENT

~~NONE PERMANENT & PROPING COG~~  
 RE-USIBLE - HARD WOOD COG COULD BE USED WITH REALESING METAL COGS



EXTENDABLE

PUSHPING & PROPING



HIGHT ALLTERED BY  
 PUTTING STEEL  
 PINNS IN HOLLES  
 IN METAL BASE  
 AND WORKING  
 THEM UP



STEAL PINS ON  
 CHAINE ←

← UNION POST

THEN LOCKING TOP PIN  
 BY HITTING IT IN WITH  
 SLEAGE UNTILL TIGHT  
 ITS SHAPED LIKE A METAL  
 WEDGE

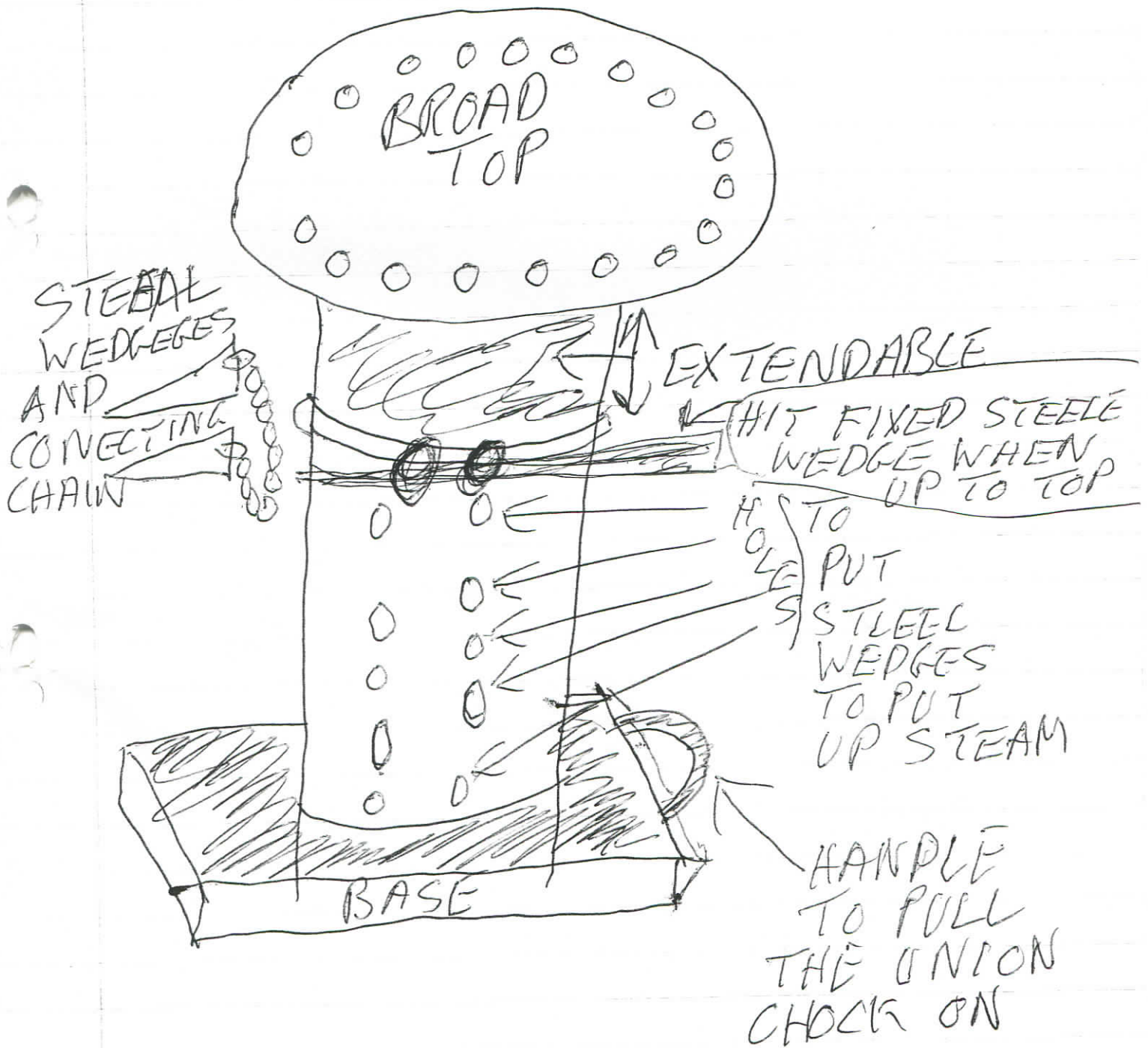
VANISE BAR



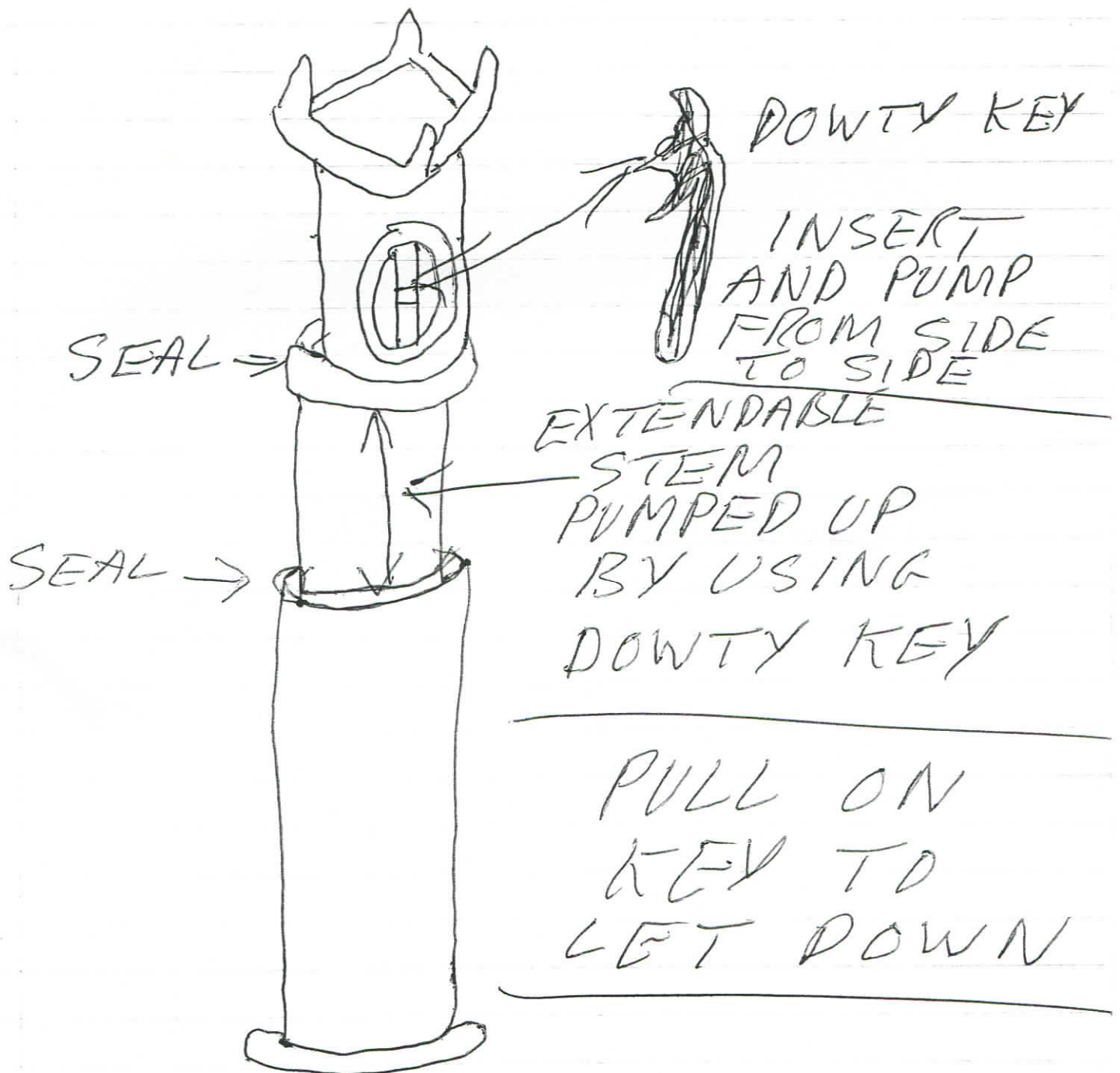
SIMILAR SYSTEM  
 CONNECTING BARS  
 TO REATHER  
 BY TWO PINS ONE  
 CONECTING SOME TO TIGATION



# UNION CHOCK

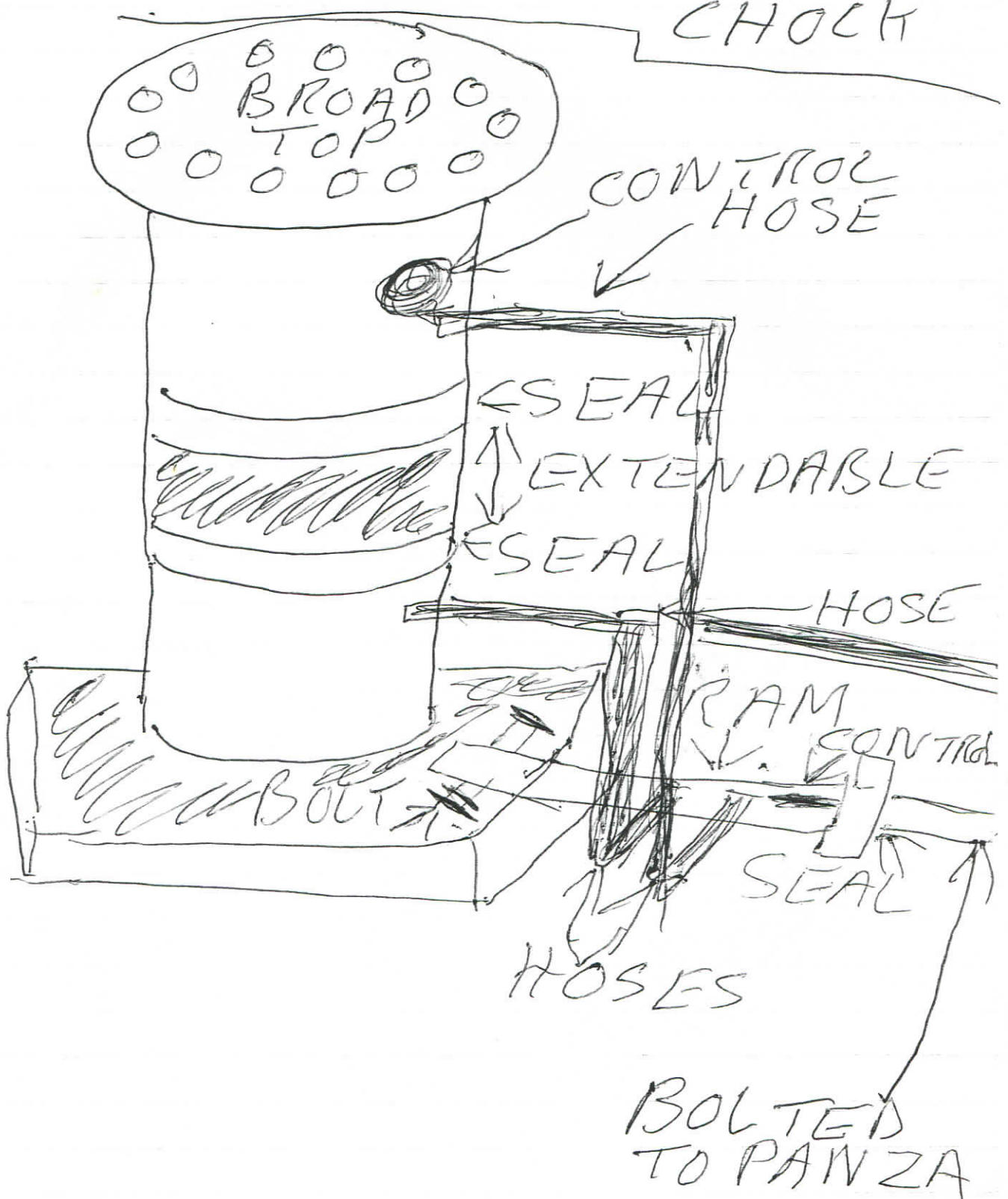


# PUSsing & PROPING USING DOWTYS HYDROLOGIC STEEL POSTS

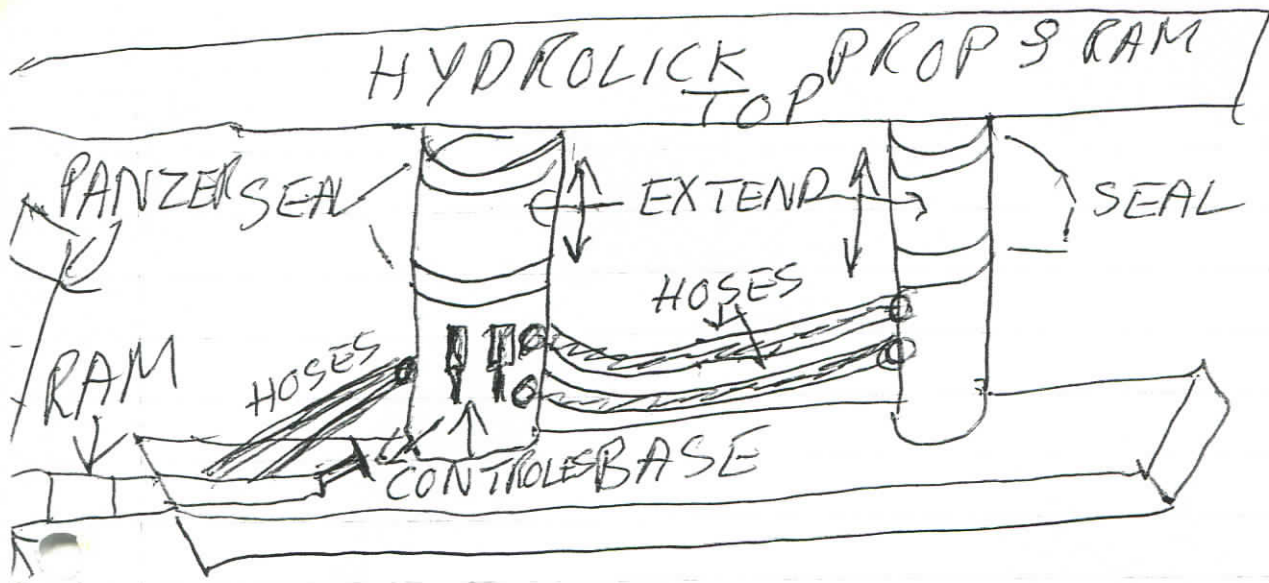


DOWTYS COME IN ALL SIZES,

# COG & RAM IN ONE PUSHING & PROPPING FIRST FORM OF

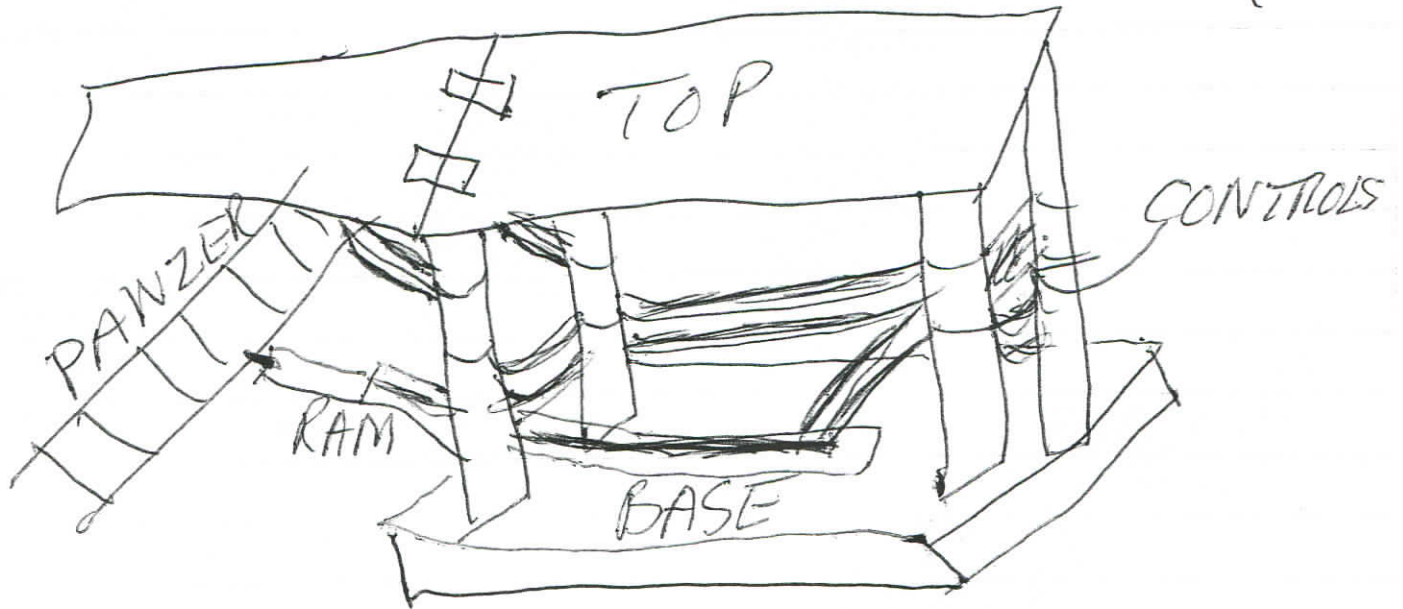


# TWO SUPPORT MODERN

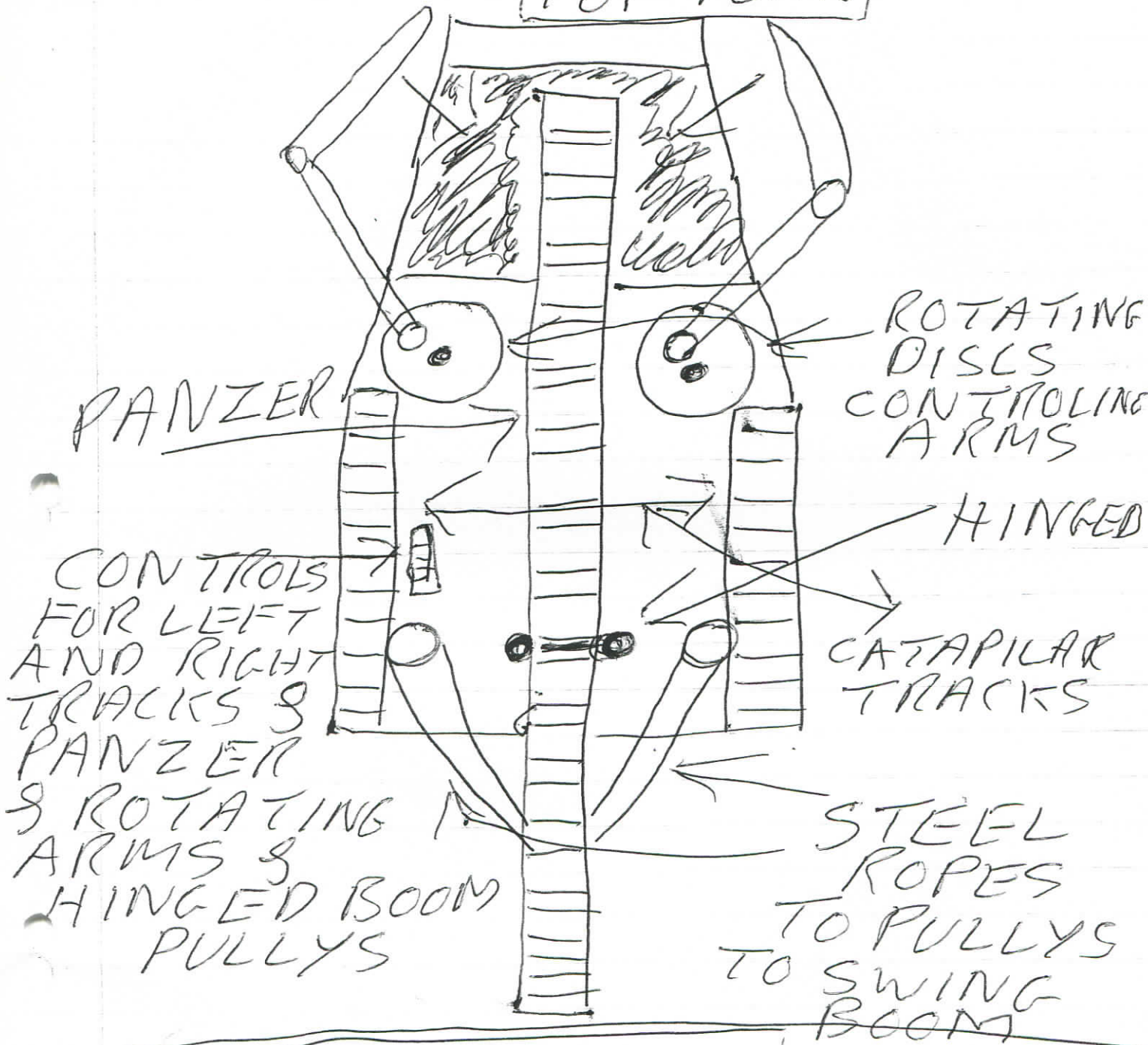


BOLTED ON TO PANZER

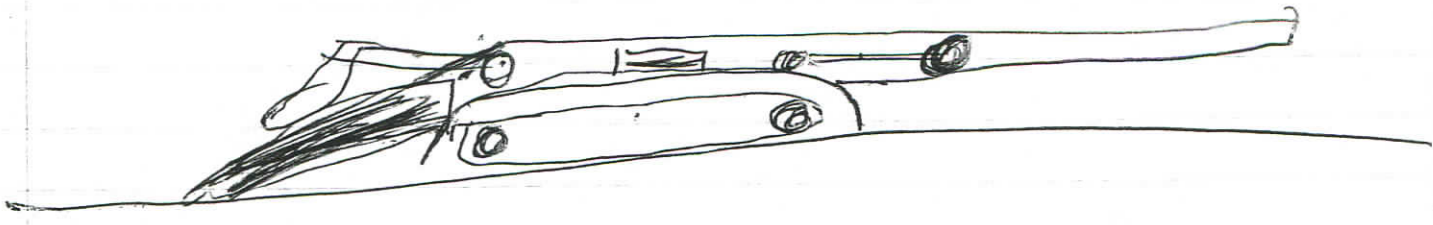
# FOUR LEGGED MODERN CHOCK



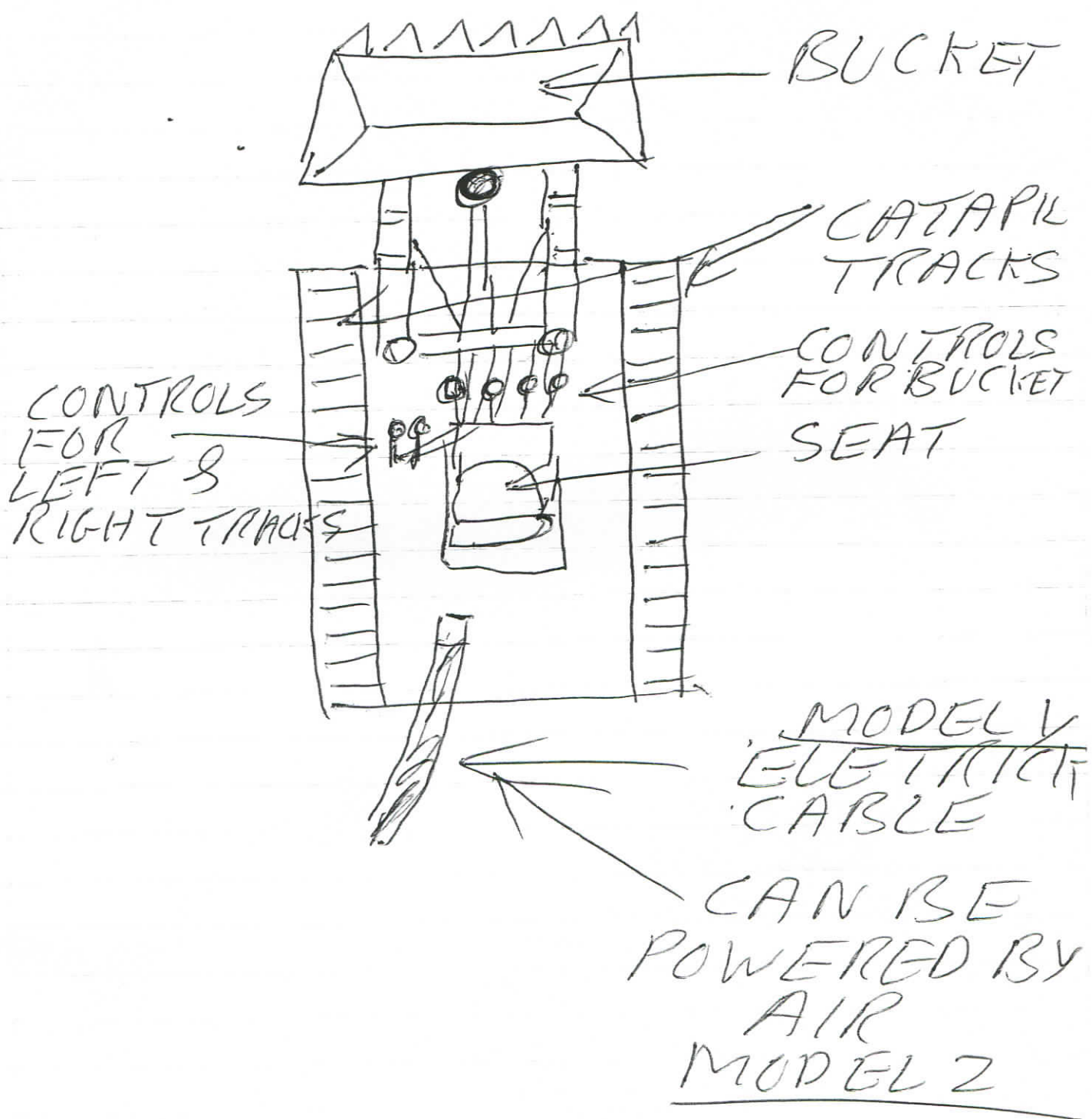
JOY <sup>ELECTRICALLY POWERED</sup> LOADER  
TOP PLAN



SIDE PLAN



# EMCO SIDE TIPPER.



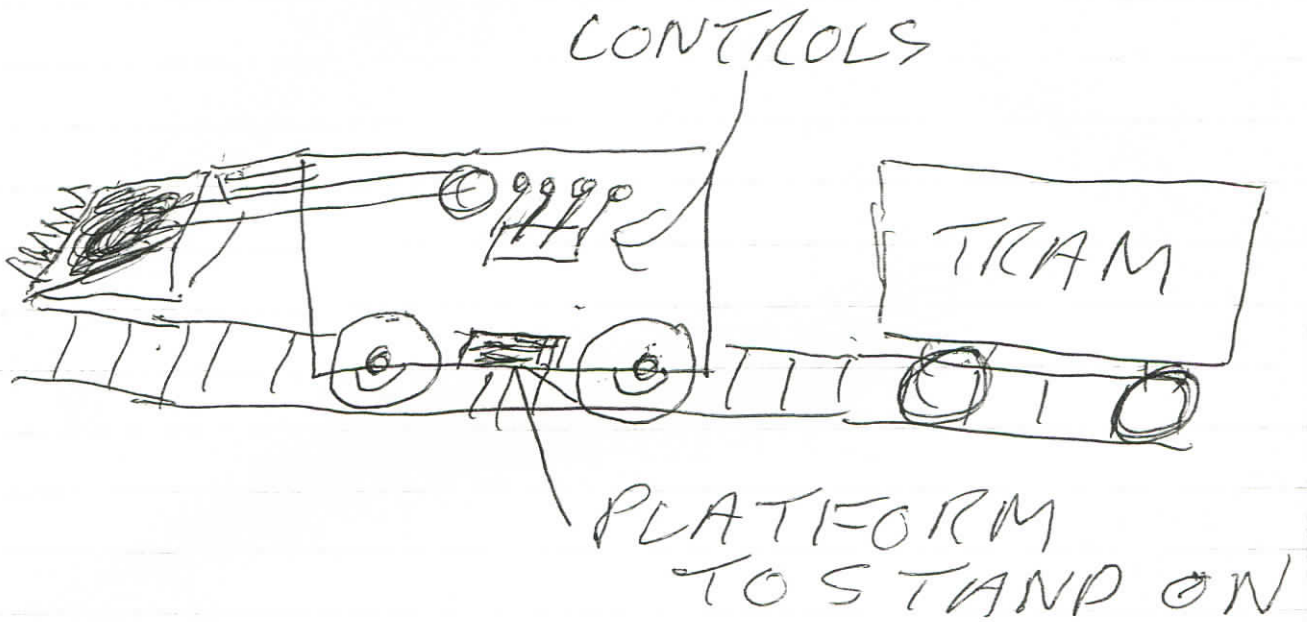
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OVER HEAD BUCKET  
MODEL ON  
TRACKS OR WELLS  
SMALLER THAN SIDE  
TIPPER OPERATED FROM  
SIDE CONTROLS CAN BE

OVERHEAD TIPPING  
ENCH

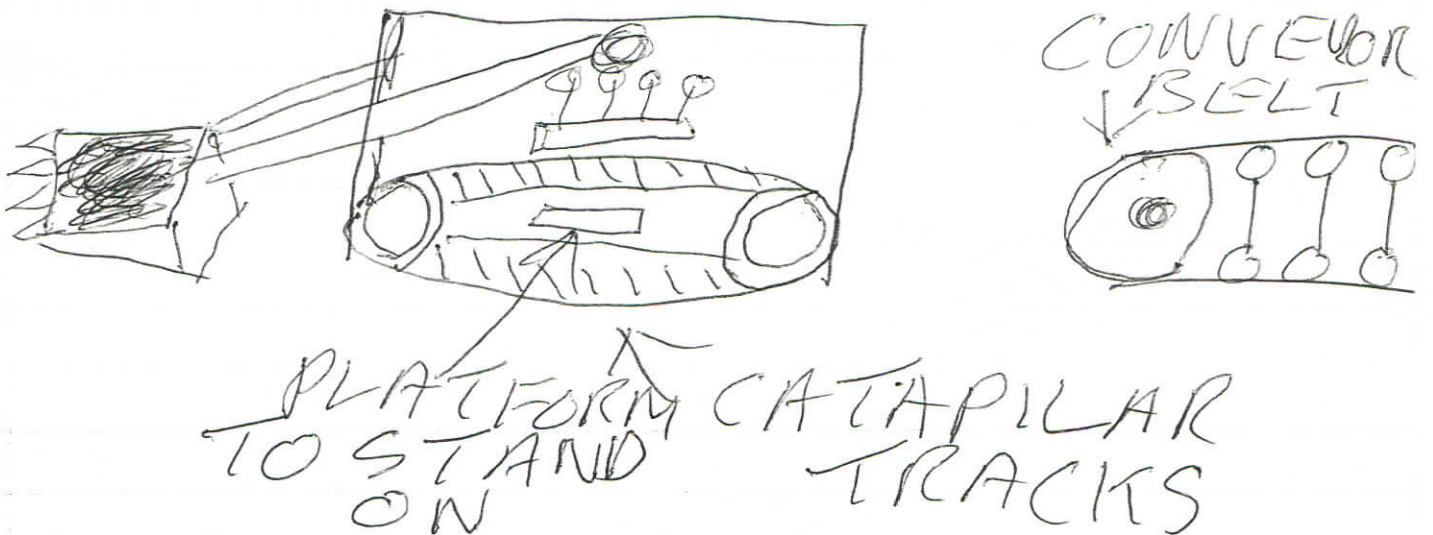
ON RAILS

WITH DRAMS

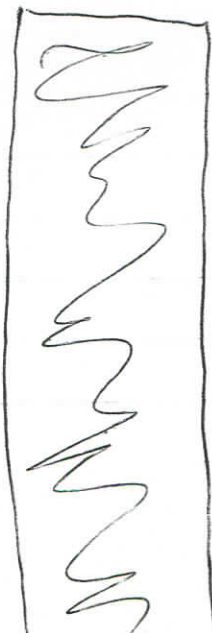
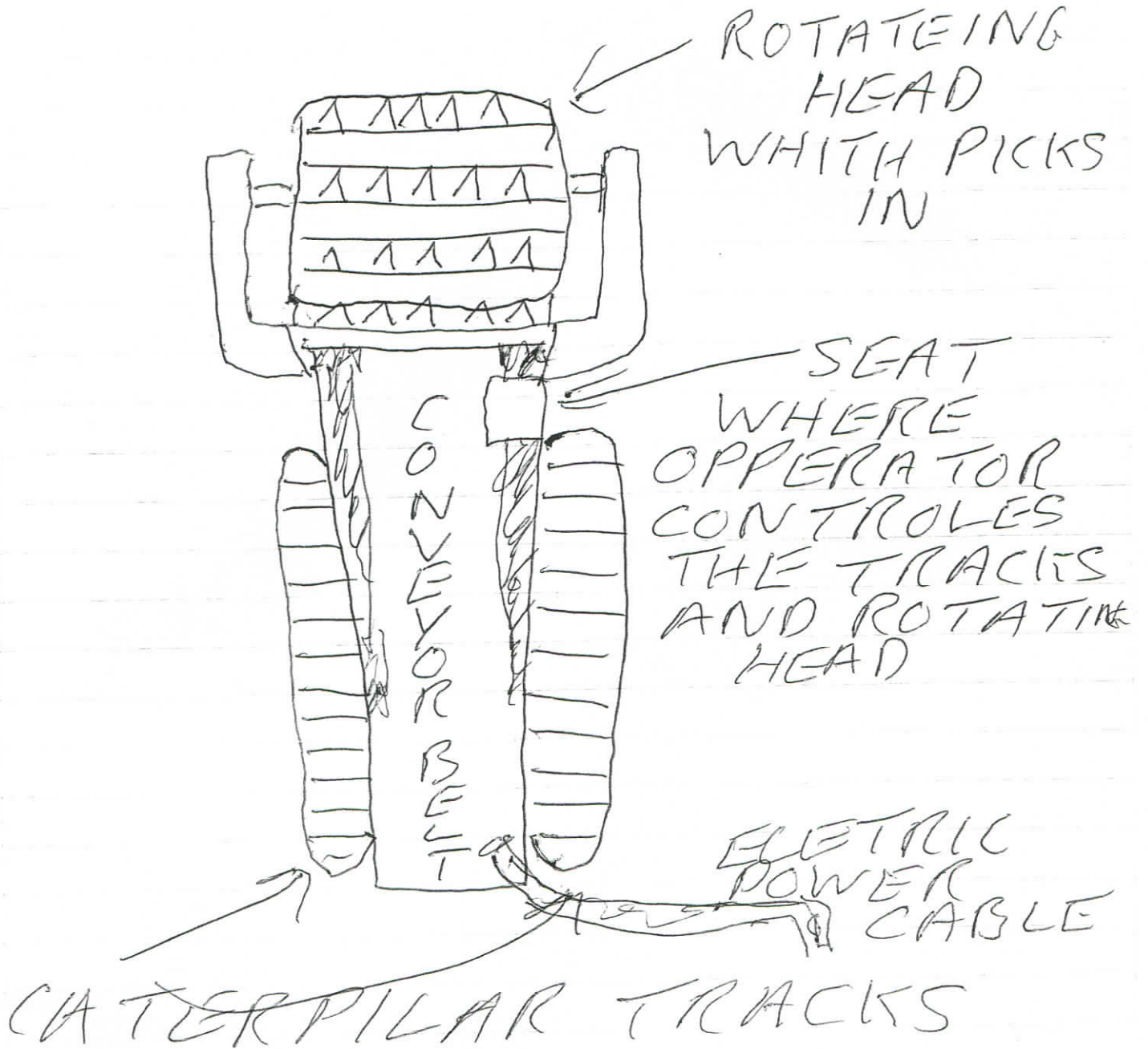


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ON TRACKS  
WITH CONVEYOR  
BELT TO TIP ON

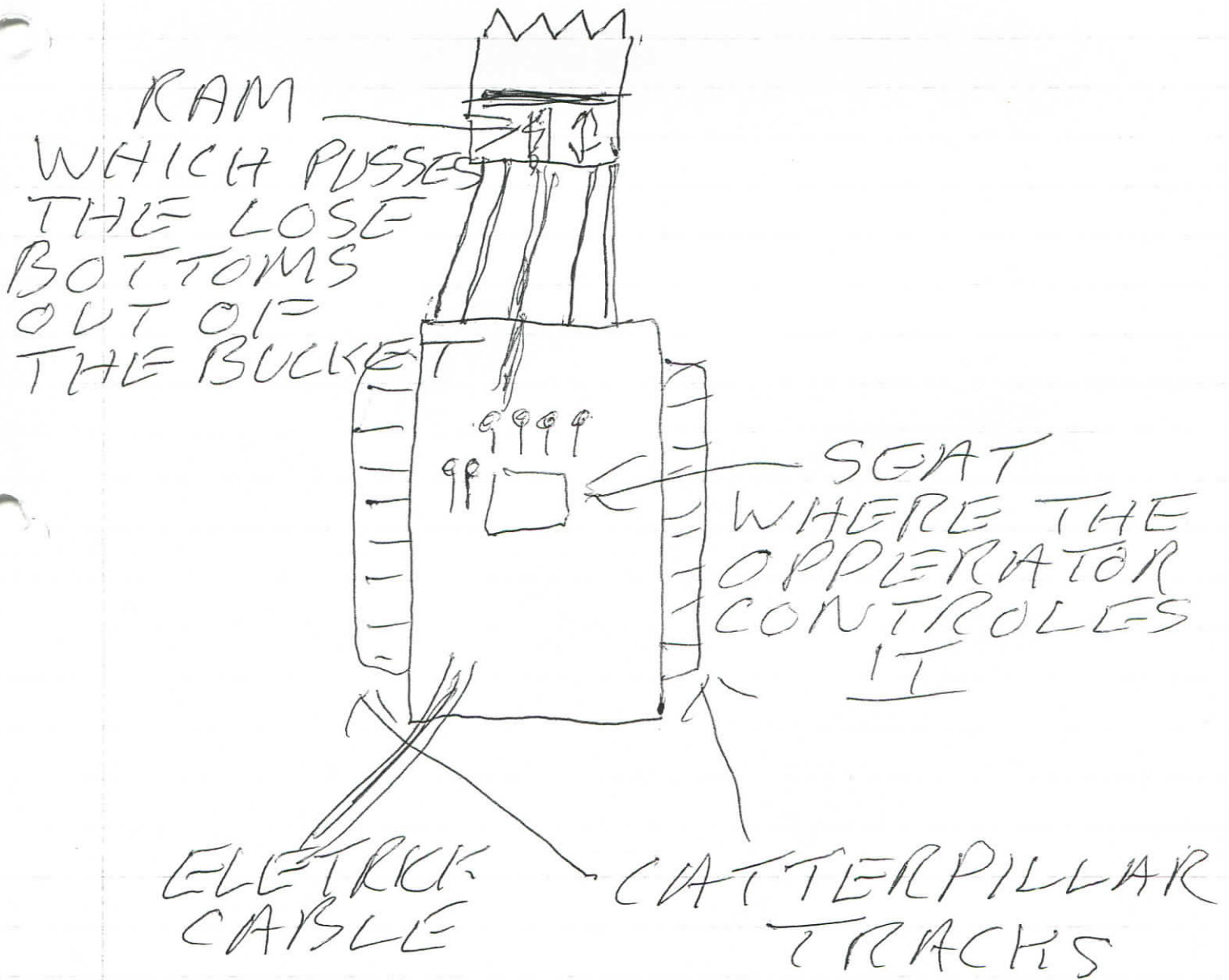


# DOSO



EXTENDABLE  
CONVEYOR  
BELT  
TO TIP  
ON

DINTA  
BOTTOM CUTTING  
MACHING  
FOR USE  
ON THE MAIN  
HEADINGS  
WHERE THE CONVEYOR  
ARE

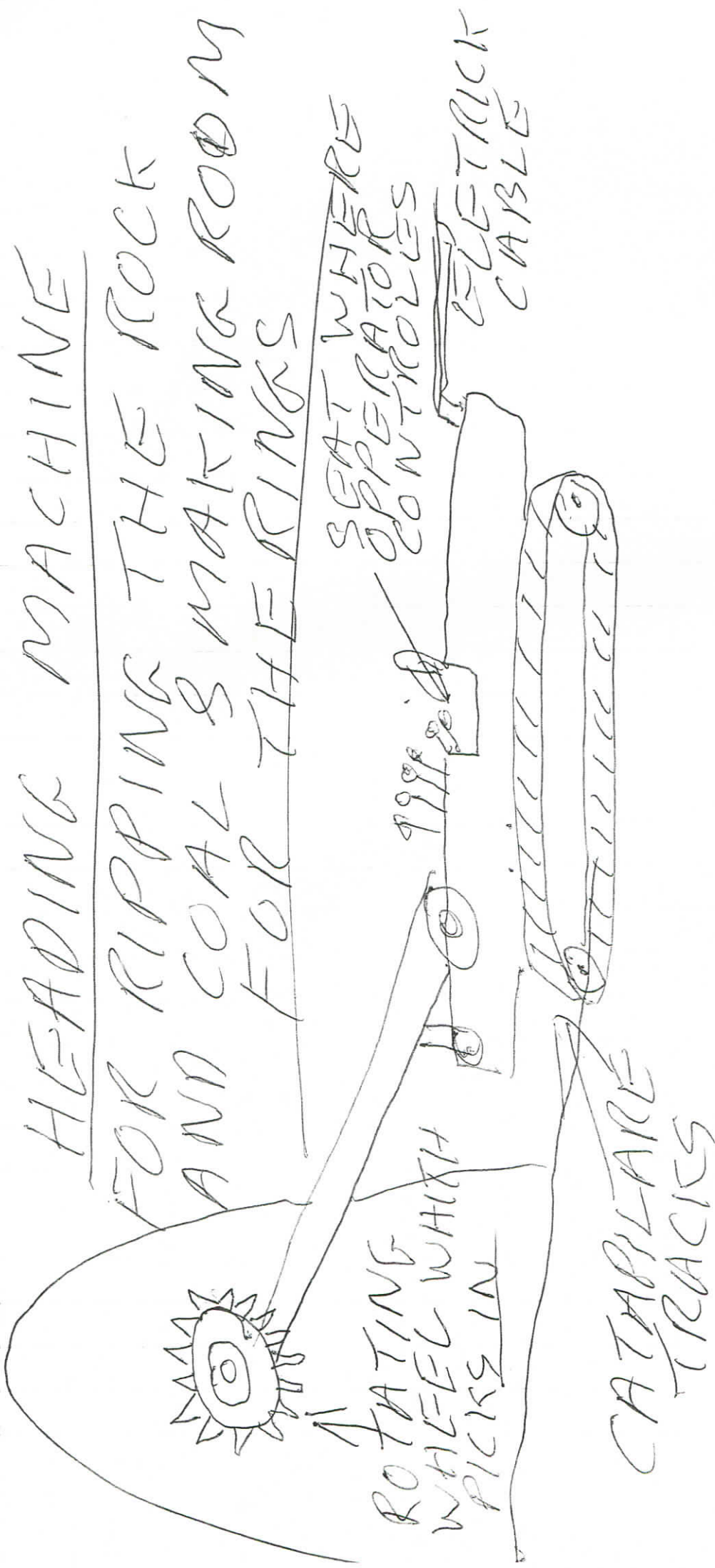


# HEADING MACHINE

FOR RIPPING THE ROCK  
AND COAL & MARKING ROOM  
FOR THE RINGS

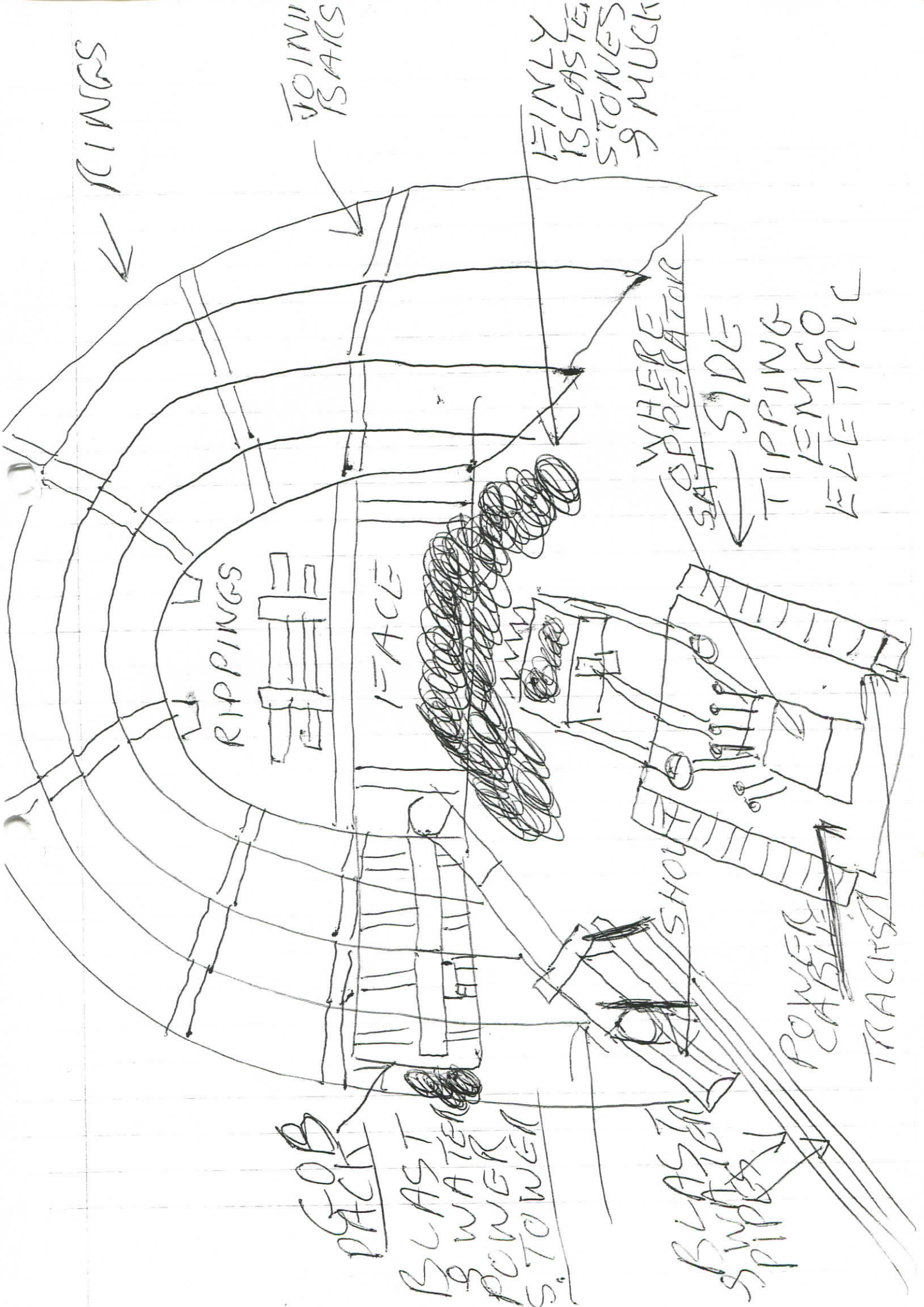
SEAT WHERE  
OPERATOR  
CONTROLS

ELECTRICK  
CABLE



ROTATING  
WHEEL WITH  
PICKS IN

CATAPULTS  
TRACICS



RINGS

JOINING BARS

FINELY ISLAND STONES & MUCK

WHERE OPERATOR SAT - SIDE

TIPPING ELECTRIC

RIPPINGS

FACE

PACK

BLAST WATER POWER S. TOWER

SHOULDER

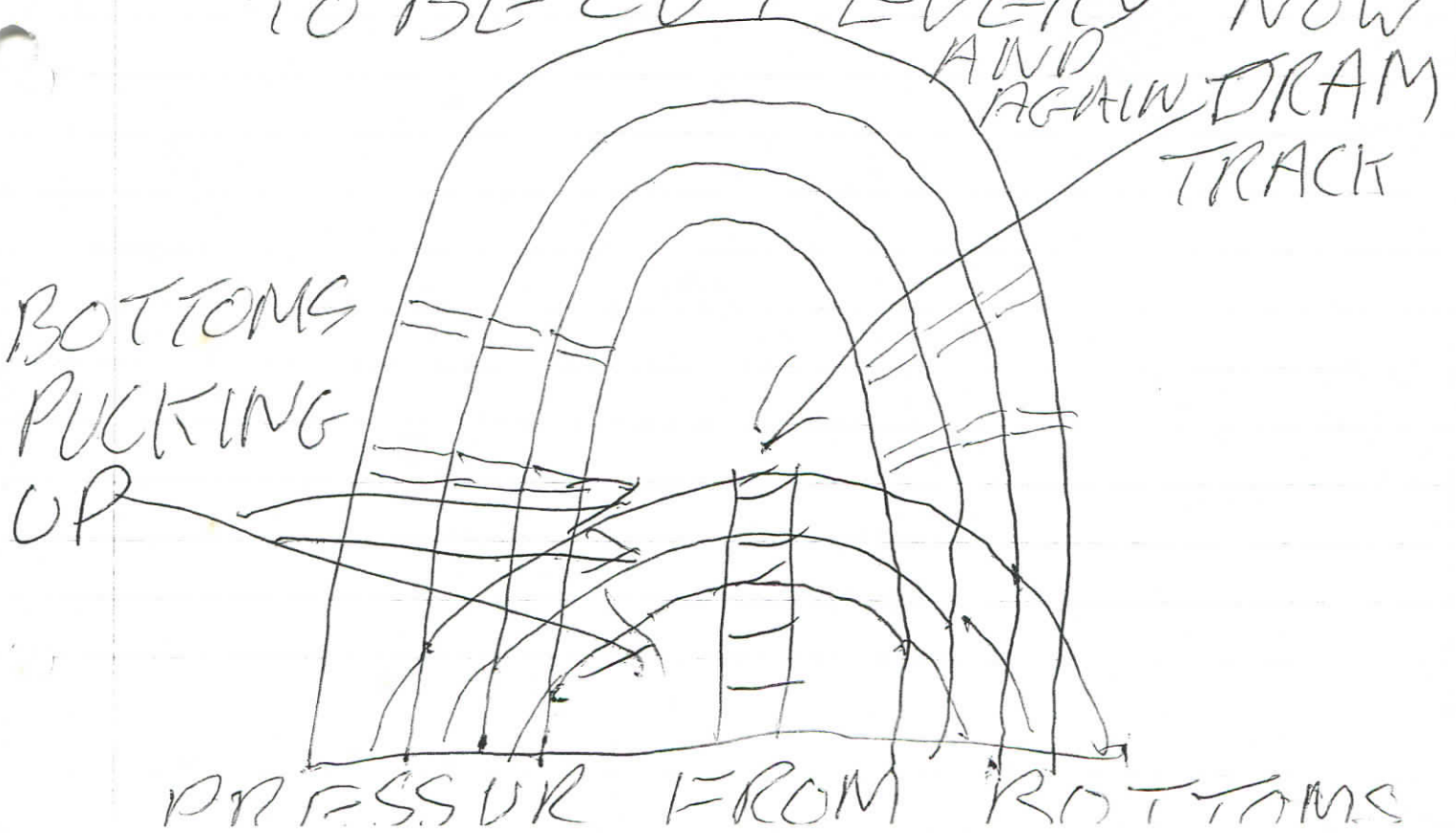
BLAST SWIPER

POWER CABLES TRACKS

# TWO KINDS OF PRESSURE THAT AFFECTED THE ROADWAYS (HEADINGS)



THE BOTTOMS WOULD HAVE TO BE CUT EVERY NOW AND AGAIN





GARW

92

Disc Face

Broke Record  
Output For That  
Week

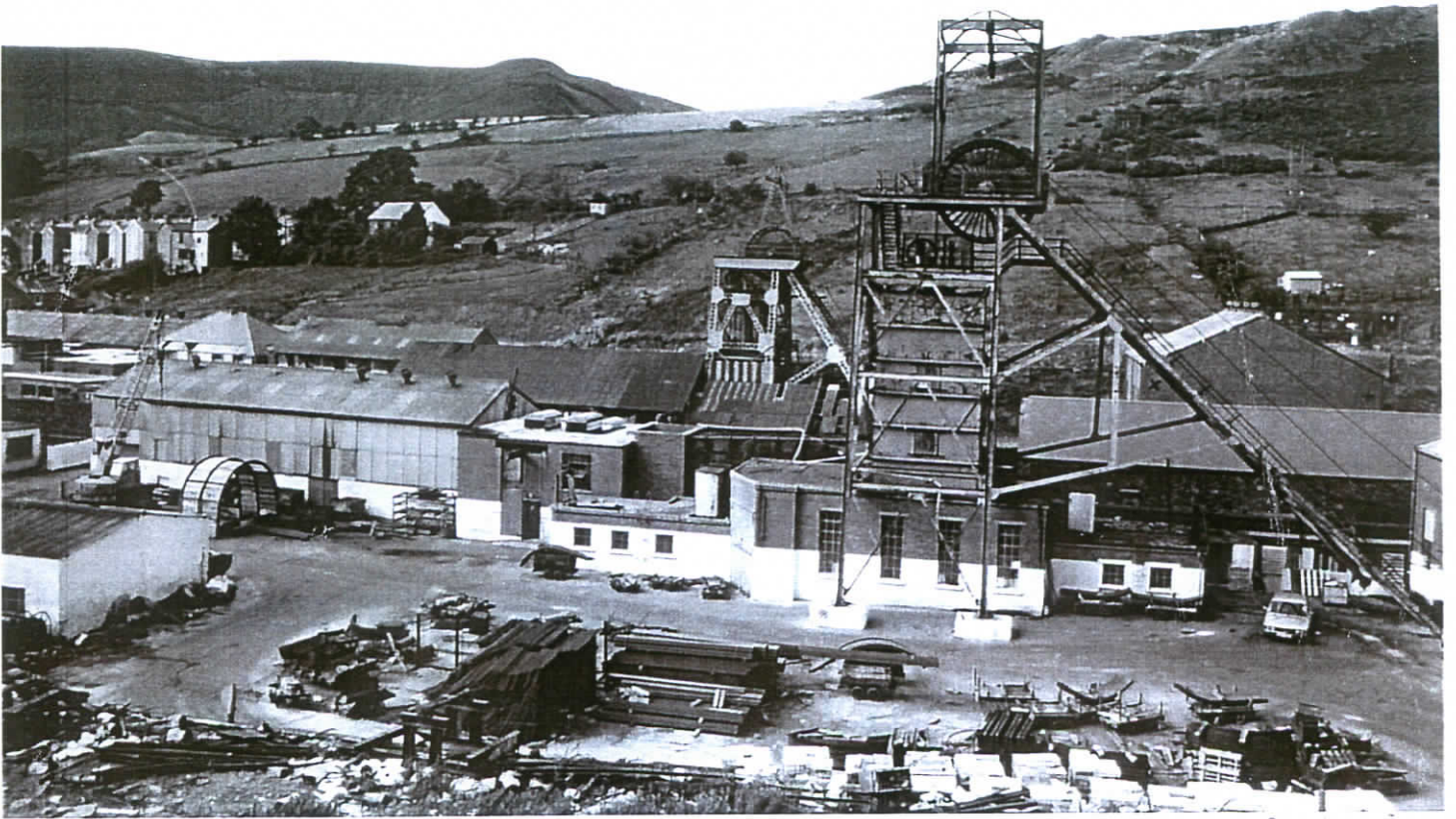


1969

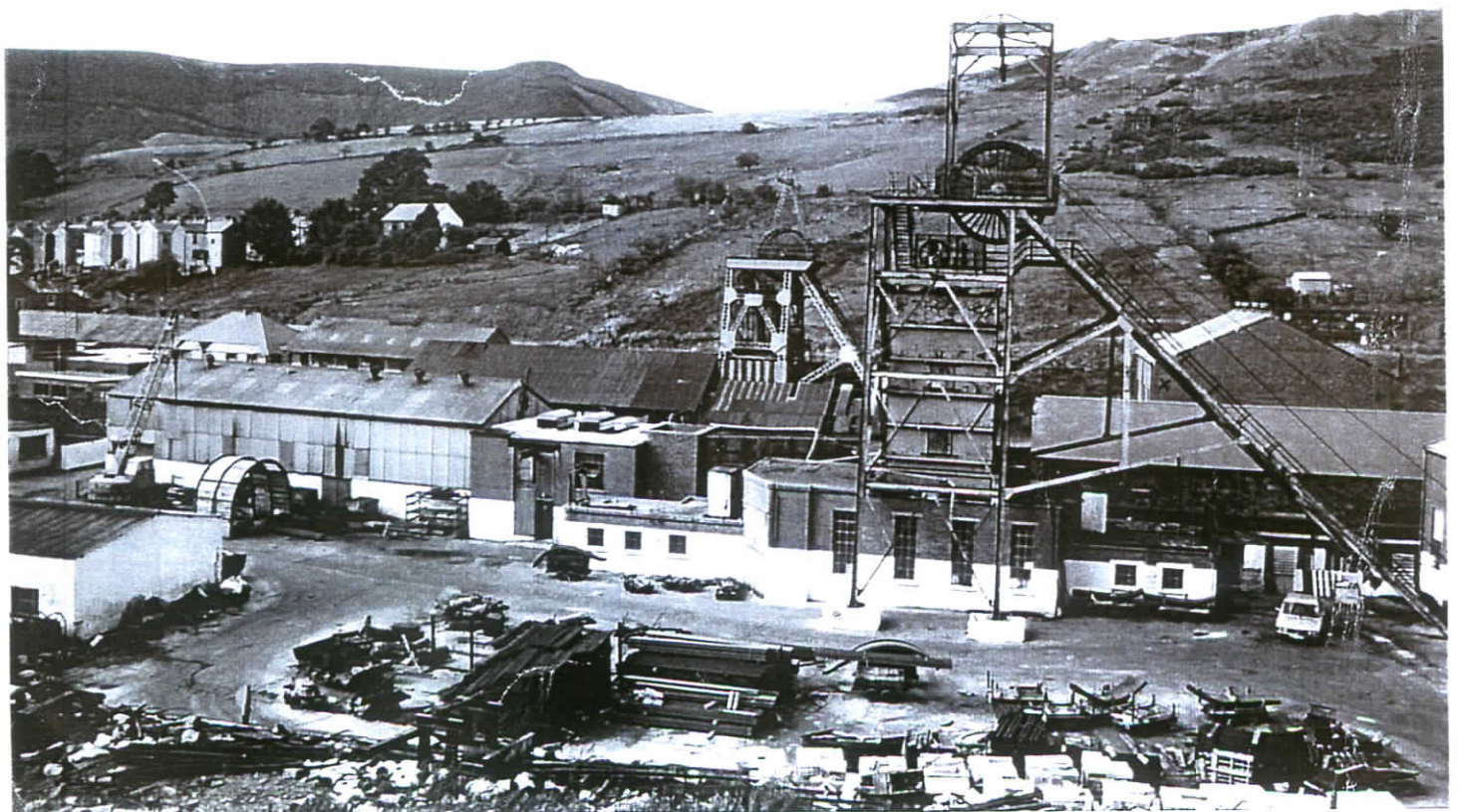
TOP LFOR Windsor Jenkins (Overman) Ted Sullivan  
Mike Atkinson Howard Davies  
Ted Pugh (Bomber)  
Supply Stabble

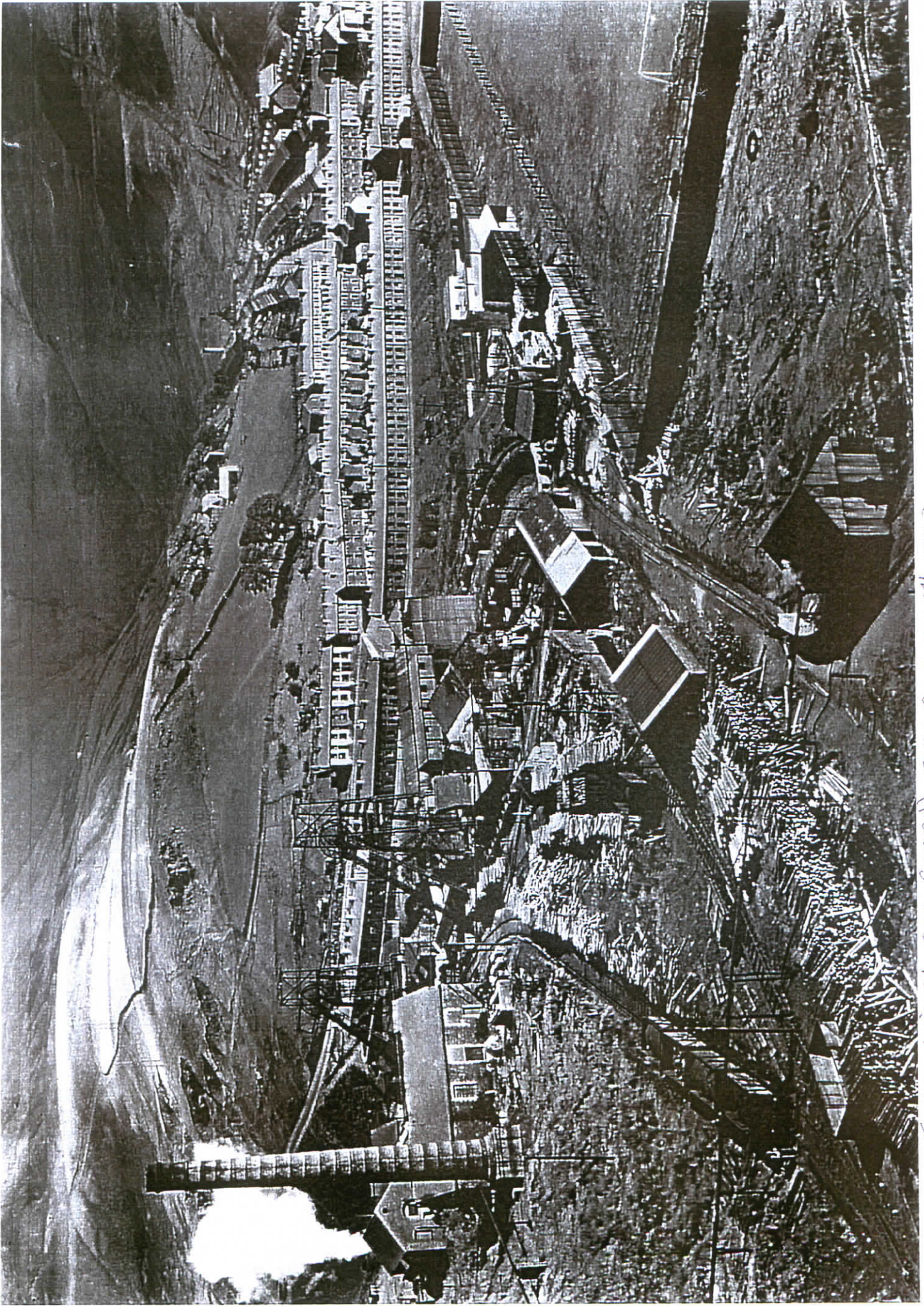
BLR Derek LAMBERT (My father) Les Brown  
TEVOT EVANS Dick-o-Brain  
SUPPLY Meading  
THEO GROSS (Lodge Sec) was with  
The comra men at the time.





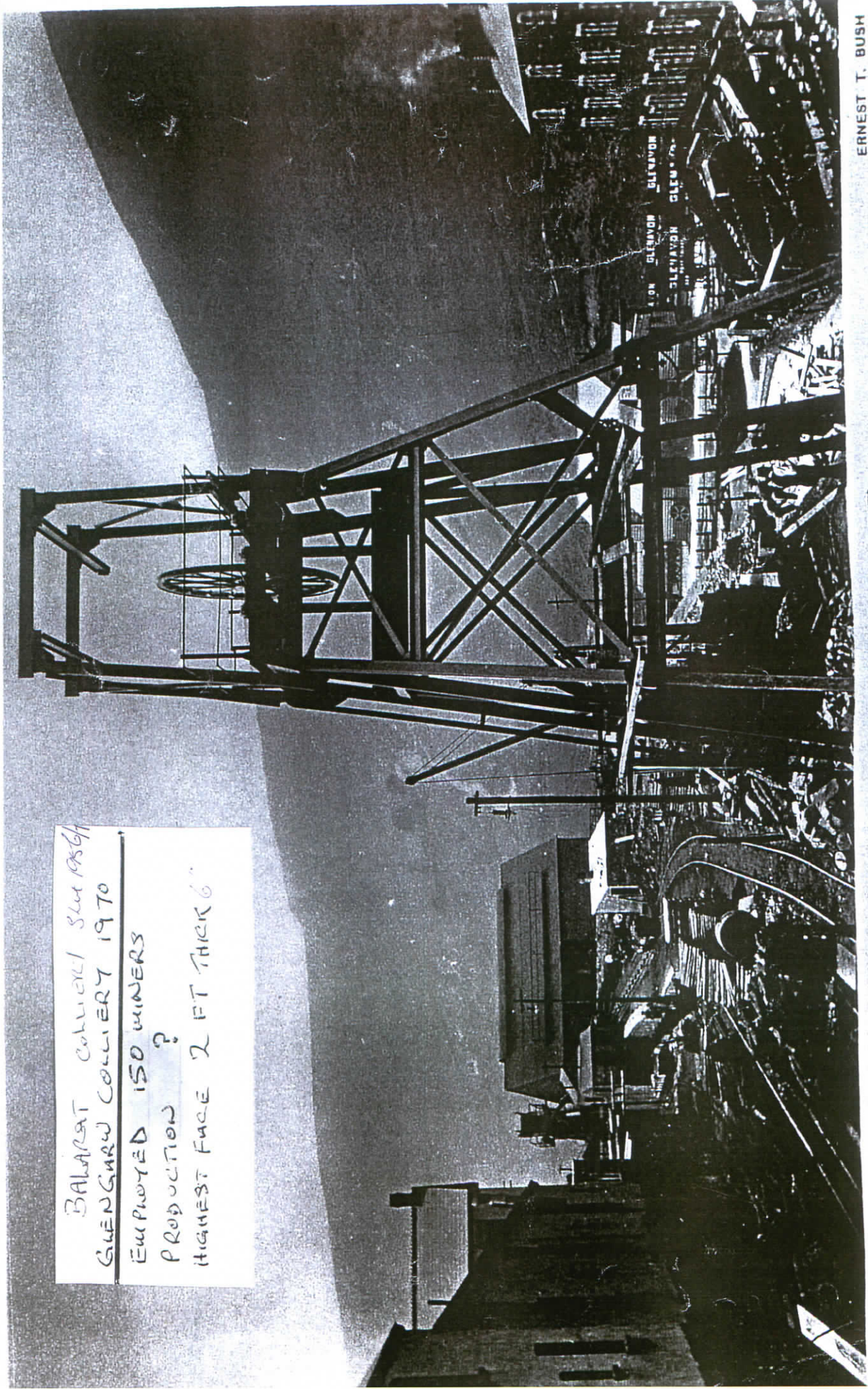
CARROLL photo taken about 1985 Building now up east out Bulawayo





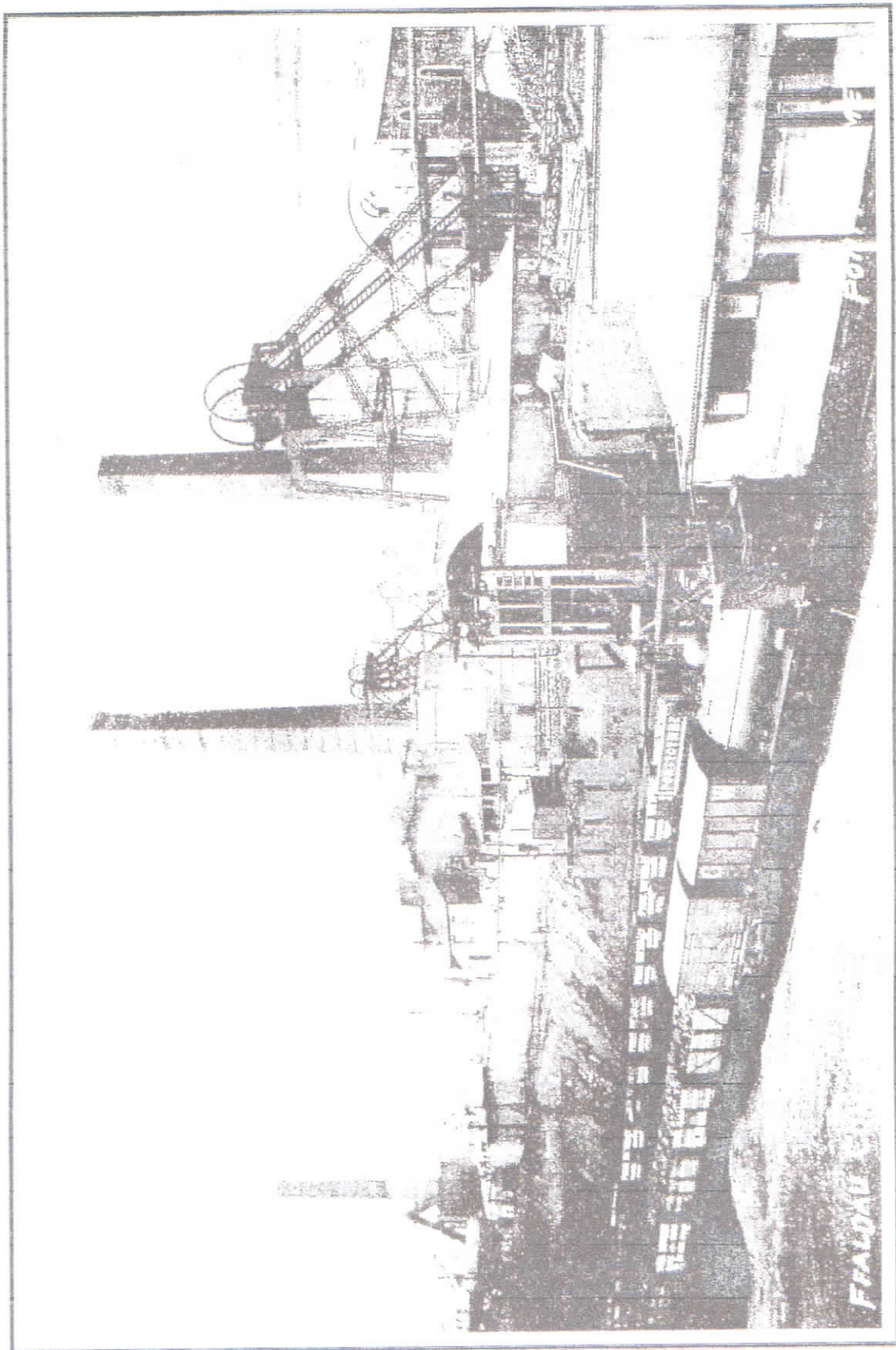
INTERNATIONAL COAC (IACN) FISH SHED ON 24 1967

BALASAT COLLIERY 1864  
GLENARW COLLIERY 1970  
EMPLOYED 150 MINERS  
PRODUCTION ?  
THICKEST FACE 2 FT THICK



ERNEST T. BUSH

GLENARW COLLIERY, BLAENARW.





J CAMMY  
OVN

BG#\_000053 Faceworkers B10  
Ocean Garw by Garw Valley Heritage



PREFACE TO BOOK VALLY STORES

BY DERICK ROY LAMBERT.

Ive known derick all my life , same as his father and mother, when they were alive .

They were both gentleman & lady i hold them , dear to my hart,

Derick was born a healthy baby boy on 8 January 1947 . Derick was born 3 years before  
me , in thever house no 28 , james road , blaengarw at that time , he allso had two  
sisters , born to his mothere Jovs & and Roy his father .

I can back up a good percentage , he has written aboute mineing and vally storves .

He is a veary intelagent and down to earth man , and a lot of thourt and time has gone  
into it , i should knowe , ive allso writen a book

I thout you would , like to read , what he has writen .

I promis you , you will not be dissapointed .

Derick has allways had a good eye for women , he has allwayes looked smart ,

and had his share , a proper jack the lad , as you could say ,

but veary faithful , a good family man .

Over the years i have known derick , we have drunk togeather , worked hard

together , and theres not a lazy bone in his body ,

He is very strong despite being 5 foot 7 inches tall & whiaghting 9 and a 1/2 stonge .

chest 36 inches , wasite 30 inches , and light brown haire , slashed back in teddy

boy style .

After he finished in mining throue ill health , he wasthe bar steward of the WFLS W  
club blaengarw for a number of years ,  
after that he ran the strand fish & chip shop in blaengarw for a number of years  
Before reatiring throue ill health ,  
and retired to live in tyllagwyn in a bungallow jest down the vailey,  
roy and i usto drink in the bland as well as the charter club ,we usto have quite interesting  
conversations aboute mineing history as well as music he loved brass bands  
and usto run trips up to london to see and hear the brass band competision in the  
royal albert hall amongst other trips ,  
after a couple of pints in the bland he would ask me to his houes for supper or a  
sanwich or two , he had what i beleve to be the first stereo record player  
in this valley ,i could say a lot more but i cut it short ,only to say.  
roy would be proued of his son derick for writing this book , read aud enjoy.

## CHAPTER.

### STORY ABOUT THE COLLIERYES,

The valley was once a busy little place , with four collieries working , coal dust blowing about in the wind , coal trains going up and down the lines

DAY and NIGHT from the pits ,

TO START, the GLANGARW { BALAR RAT } as it was allways called ,

Stoped producing coal in 1958 , the men working the victorver coal seam , which was only

2 foot to 3 foot thick never more than 3 foot thick in hight , the men

were transfered to the [ INTERNASHINAL COLL, ] CARN } and the { GARW COLL } OCEAN } some allso went to the [ FFALLDUR COLL } down the road in pontvcymmer

The balar rat coll was situated in the middle of the valley basin , it had

only one shaft , you could stand at the top and shout down to the men on the bottom ,

it was only 150 foot deep , the drift entrance was half way up the mountain ,

the return airway as we called it was fenced off so no one could go in to it and get hurt

nanthir road was were most of the offices and stables were , just off the main

road before it was closed down in 1958 , the cantean was behind the bus stop ,or

what most people called it blaengarw square .

The men did not have a pit head bathis , so they used the garw ocean or the rfalldue bathis

to wash after the shift .

Next was the [INTERNATIONAL COLLIERY] CARN that was situated at the top of the valley, overlooking the valley it stood out from all the other collieries because you could see the head gear and the surface buildings very clear from most parts of the valley,

in its hey day the colliery was once the biggest collieries in SOUTH WALES, which over 1000 MEN employed there but towards the end, there was only about 200 and that included the washery on the surface, the colliery was the first to introduce machine mining

to the valley or as it was called power loading, it caused a lot of trouble in the beginning,

To start with the wage structure was totally different, the colliery had 25 strikes in

two years because mainly to do with the different payments to the men,

during the start of power loading, they had staying strikes at the colliery

which lasted days not hours.

But before long it settled down because of our collieries having power loading as well,

and payments to the men standardised, the colliery produced top steam coal but by 1967,

it was running out due to mining difficulties.

It was shut down in OCTOBER 8th 1967, and the men transferred to the garw and Haldon

colliery, the washery stayed open to serve the other pits, but they also closed the washery

because it was out of date a few years later and could not cope with the extra stones in the coal.

The [ FFALLDU COLL ] was down the valley in pontycynmer , it was wold known because of its surface it had been develeouped in the ealy 50s it was the most up to date and modern at its time , at one time it was the biggest employing 1200 men , it had three shafts in which to operate the underground workings , the pit in its hay day , had men working from near and far working there , but as time whent on it to came to an halt , they joined up whith the garw i 1977 , by means of the underground workings they drove headings down to the ffalldu , then they turned the conveyer belts around asthe coal could come up the ocean and then the ffalldu shafts and surface dissmantled ,some of the ffalldu buidings became part of the plasticks factory ,which still works in the valley to day .

the garw ffalldu became the last coll in the garw valley it lasted till the big stike of 1984, when the miners whent out on stike for a whole year ,after going back ,the coll only lasted for about over a year , it shut in 1986 ,they were famouse for thever millatent actision durring the big stike and it as been said [QUOTE IT WAS DOOMED TO BE SHUT BY THE TORY GOVERNMENT ] , at the time the garw ffalldu was working three seams of coal at the same time , the geledeg seam the lower nine , and the upper nine , the coll had tv cameras on tipping points to monerter the flow of the coal ,to be brout to the pit bottom by means of long conveyer belts , there on pit bottom was a 200 ton bunker in which to store the coal ready to go up the shaft

when the strike was settled the men whent back to work ,it was not long before they were tempted by big pay offs to shut the collierywhitch in the end happned , some of the men wanted to by the mine ,and run it them selves , but the n c b , would not have any part of it ,

in 1986 it was shut down and was compleatly demolished .

by 1987 the whole surface was flatened and most of the machinary left underground to a lot of men they said it wasa crime, because of the wastage allowed to happen by the n c b and the government

Since the closer the landscaping has started , and again the machines can be heard ,  
on the once colliery surfaces , but all the earth moving machines to clear the tips away ,  
the coal which is got out of the tips is transported , by rail again down the valley  
and sold for next to nothing for the private owner to make a vast profit ,  
But as the people of the valley watch nothing but a pretty view is coming their way ,  
all the years they toiled up in the collieries , they are now bystanders ,  
watching the people from outside the valley making money out of their hard work ,  
Most of the men employed on the landscaping are from outside the valley ,  
they travel up to work and then take their wages out , so the valley have not gained  
by the extra jobs ,

The shops are closing fast and the valley is dying a quick death .

The valley will be green again , with lakes and walk ways , and the sounds will not be ,  
heard no more .

That is a brief story about the collieries of the garw ,

some say the good old days , some say the bad old days , but at the time , most people  
were working and living through the coal mining industry.

ALL GONE BUT NOT FORGOTTEN ,

## CHAPTER 2 MY HISTORY OF THE COAL MINES .

Started as a boy aged 15 went to work in the garw colliery , worked on the 2 ft nine seam , which was halfway down the garw shaft , to get out of the cage they had these drawbridges to come down so that you could get out of the cage , the bridges were also used for the coal trams to run over into the cage in which they would be taking up the shaft .

My shift starts by going down the pit , a boy my age called Trevor James , shows me the way as has been down 2 months before me , we go to the stables which is between the shafts ( see dig 1 ) there we meet a hoster called Bob Walsh , he has already got the horse ready , which today is insole a brown horse , he and a few others lead the horses out of the air doors in the main roadway , we follow behind , we pass trams of coal waiting to go up the pit now we turn a left hand bend , and climb up a incline about 300 yards until it evenes out on top , there on top the fireman , gives us our orders for the day his name is David hummmmpreis , a nice overman , from there we go along the main and turn to the left again into the T14 supply road , after a short while we load up the trolley full of timber and a 10 foot ring , which is in two halves , Bob then hitches insole up to the trolley , and we move off into the coal face which is a mile in , at last we arrive at the coal face .

which is about 4 foot 6 ins high we unload the trolley , i being nozey goes for a look which Trevor at the coal face ,

the heading has 4 men on it shoveling muck into the pack from the tipping the coal face itself is what we call conventsual , which means all the coal is hand filled by shovel .

we go back out with the horse , which goes faster now , because he has a empty trolley

by this time its time for food , which we sit and eat and drink our water ,

after that its load up and go in again , by the time we come out again the second time , its time to to leave for pit bottom , Bob takes the horse back to the stables , and Trevor and i

go to queue up on the return side of the shaft to get up the pit , once up we put our lamps by and go to shower in the baths.

Next i am put on the training face , after staying with bob for 4 months , the training face is in the oppersit direcsion from the T14 , and it is called the T17 , i go to work with a man called griff dix we have to take off a stent of 4 yards all filled by hand , with a pick and shovel , he gives me 5 shillings in trumps every week on top of my wages . after about 8 weeks i am put to work as an hobler , for a long time i work on diferant coal faces , doing differant jobs from headings to packing and outby work , one day viv richards [ogger ] and myself are working in the T25 which is a very wet coal face , the water was running throue the roof as well as coming troue the floor how no one was killed i will never know .

a lot of the men at the time got out of the collery and whent to work in the factorves .

Anyway viv and i decided we had enouth of this and asked for a transfer to the carn coll .

at that time the carn was asking for boys up at the collery so we whent up to work myself viv , viv dent les john , burnard pillips , raymond lewis , they split us up into two shifts , days and afternoons that was in JUNE 62 , myself viv and viv dent where days , viv and i were put to work in the G1 gate drivage , it was heading to the right in order to turn the face [ see digg ] after that i was put to work in the G1 gate stable with my cousen colin , doug davies . kieth maekay, doug [ ginjer ] davis, i worked there for a while and then went to work with bill powell, fred daves [ stumpy ] , driving the G2 air way [ see digg ] from there i went to work with terry hammond on the bard headings down the G 2 from there i went back to work with fred davis [ stumpy ] . and we drove the G10 the last coal face in the carn to be worked , they shut us in 1967 and i moved back to the ocean collery which by now was working the gellideg seam .

I started to work on the G2 in the ocean on the supply road [ see digg ] with viv churchhill.

back to the hobling again , but there was an agreement with the men and the N C B , that the carn men wood not lose any of theyer wages because of the transfer , for at least one year after the closer of the carn .

AT THIS POINT I WOULD LIKE TO POINT OUT THAT REFERENCE TO A HOBLER MEANS A WORKER THAT TAKES THE PLACE OF HIS FELLOW WORKER THAT IS MISSING OFF WORK FOR A REST DAY OR IS ILL WITH AN INJURY IT COULD BE FOR ONE SHIFT OR A COUPLE OF WEEKS OR A MONTH OR TWO , DEPENDING ON INJURY OR A DAY OF REST . A HOBLER IS A MUTY SKILLED WORKER AND CAPERBLE OF DOING MOST JOBS , WHITHOUT THESE BAND OF MEN THE MINES WOULD HAVE GROND TO AN HALT VERY QUICKLY , AND I ADD THAT HE IS VERY UNDERATED BY HIS FELLOW WORKERS AND WAS USUALLY PAID THE RATE OF THE JOB WHICH HE WAS FILLING IN FOR , UNTILL THE LAST YEARS OF THE MINEING INDUSTRY WHERE HE WAS PAID THE TOP RATE OF THE TEAM MAN WHAT EVER THE JOB HE WAS DOING WHEATHER IN THE FACE OF THE TEAM OR ON A TIPING POINT , THE CARN WORKERS WERE VERY SKILLED MEN AND ABLE TO GET A SPECIAL DEAL WHITH THE MANAGEMENT BUT FOR ONLY ONE YEAR AFTER THAT THEY GOT THE SAME RATE AS THE REST OF THE HOBLERS BUT THAT DID NOT DAMPEN THEYER SPIRITS MOST OF THEM WHENT ON TO DO DEVELOPMENT WORK WHICH WAS PAID HIGHER THAN THE TEAM MEN DERICK WAS ONE OF THEAS MEN READ ON AND YOU WILL FIND OUT ABOUT HIM , NOPW BACK TO THE STORY .

For a while i worked on pit bottom controlling the 200 ton bunker ,the ocean had lots of conveyor belts to pit bottom that filled into the bunker and i could control them and the flow of coal which was sent to pit bottom for filling the drums to go up in the cage to the surface .

From there i was put on the G4 coal face which was 200 yards long with walking choes , as its main support the panzer was the conveyor , and the disc was the machine to fill the coal the disk was on top of the panzer, and it traveled by means of a chine to ride on as it cut the coal , it had a big wheel on the front with about 48 like teeth in it they would cut into the coal and that was filed automatic onto the panzer .

the supply heading which i worked on from the start to the finish , was wet because of the gradeant of the coal face the heading was at the lower end of the face we would work in water and coal slury all throu the shift , as soon as the panzer would start up it would fech more water down the face to us all day long we would work in water and every thing we touched wet and slipery , and it ment that conditions where a lot worse than normal because of the water ,once you started work , you could not stop getting wet ,every thing you touched was the same for 3½ hours that went on untill you managed to get your face down , then we would have what was called a ealy note ,because it was imposible to stay there so wet .

But the face itself was perfect for providing the coal from , exept for the supply end .

Where we worked thanks to us and the pump we used to keep the water down we broke the the output record for the pit , the highest ammount of coal produced in one week ,more than once we broke the record ,

We had our photo taken by the N C B because they could not get over how we managed it with the condisions we worked in ,

The face itself run along the G2 which run in the same distance it went in from start to finish about 1 mile alltogether .

The routh digg on the last page shows the garw gelledeg coal seam , it was worked on two leveles , the othere level as on the G10 part is futhere up than the G1 s ,that will be told later ,

the first face to open was the G1 in 1964 it went the opersit way to the G2 | see digg | that went in again about 1 mile from start to finish | myself was up the carn at that time the G1 started it was a plouetace they found that the ploue was sending out to big a lump of coal

they caused a lot of trouble and time in which to brake them up they started using discs instead on later coal faces .

the G2 was opened in 1965 and it was again a big susex ,that was a disc face were i stated earlyer ,they found that the flow of coal was easily and faster because of the size .

I WORKED ON THE G2 when the cam shut in 1967 it was in all ready about ½ mile by then , i started on the supply heading like i stated earlyer my brother in law gary john was , pushing and proping up the face with egar major . power loading supports had not come to the pit yet ,so they were using union posts and vanise bars to hold up the roof [ see digg ] the unions were put up by means of pushing the middle of the steel post up to the vanise bar and putting a steel pin in the hole on the side of the union by hitting the pin , once tight to the top you hit anouther pin in on the union to tighten the union , and that would make it hold , once that done you would tighten the vanise bar pin on the end which was attached to anouther vanise bar .

When you wanted to advance the post and bar you would knock the post out first then knock the vanise bar out , causing the ground to fall behind .

also you would have bigger unions , called chock unions to help to hold the face up , you had to drag them on once released to put up again to help to hold the roof up .

The G3 was worked along the G1 down the right hand side , so it did not need a gate road like the othere faces , it was worked by , making short holes into the gate on the G1 thus saving money whith no gate heading .[ see digg ]

I worked the advance drivage in the gate ,by drilling the coal and haveing it blown, we hand filled it ontoa panzer ,there were foure of us ,myself , les pugh , whane phips, and barry edwards., les and myself one side and wayne and barry on the othere it was a 15 foot drivage , about 6 foot high whith bottoms we took up .

We were days regular , for a long time while on that coal face , but it turned out to be a sad face because up in the supply road two of the men got killed whith a roof fall , it was very nasty , terry williams and em davis was the two , there is anothere story about them later on .

The G6 came next it was running on along side of the G 4 [ see digg ] and its gate road was used by the G 4 as well using the same idear , and the G3 and the G6 were a power suport

face , but they had a joy loader in the advance heading , not worked by shovel a joy loader , whitch i enjoyed working with was a machine whith its own little conveyer and it had two arms in whitch the coal was gathered towards the middle then the conveyer would take it away.

it run on caterpillar tracks enable it to move about the drivage a very good machine for coal drivages

Also the garw was working the gellideg , up on a higher level in the G40 heading the first face up there was the G10 then the G11 and the G12 whitch will be stated in the story , they went on to join up whith the ffaldu which the G40 heading going down to the ffaldu .

Then the upper mine opened and after that the lower mine whitch seen the garw colliery to the finish , but beleve me theres a lot of coal left there to be mined.

Theres a lot more to tell about the ocean , because of the new machianery that was coming to the colliery all the time , i have not told you about the doso cutter , the heading machian ,

the emco buckets , the machian that could cut bottoms , i cannot remember the name of that machian , i never worked whith that .

As stated early , the G10 , and the G11 was worked on differant level to the G1s , but they two were a grate suxes in producing coal for a long time , the doso heading was driven to open them .but they allso used the doso to drive down to the ffaldu . it was a long driveage and part of it , had to become a heading later . it soon broke throue to the ffaldu , and the collerys joined up underground like stated in ealy story .

The G12 was a interesting face because of the fact it was the only retreat face to be used , a very cheap way of working coal [ see digg ] next page .by using the G11 gate road it worked the pillar of coal on the right hand side back towards the pit .the G12 was only about 60 yards long but it could be advanced so quick coming back ,it was a big suxsex ,as it was so short , lee williams was the captin . myself and terry wild , and john thomas , on the chocks ,michal middav . on the disk , we would do 6 strips a shift as about 3 foot a strip , you can imaging the coal we filled in a shift

The doso machian was a machian on caterpillar track a man would sit on the side of it and control the big wheel in the front whith all these teeth in it ,it would cut into the coal at a fast rate thus advancing the drivage very fast ,

The men would safen up whith 15 foot bars whith wooden posts as supports to keep up whith it , it would advance at a rate of 3 bars per shift , thats about 9 foot of coal cut out by the doso ,i found it very dusty thoue becuse of the rate of coal it could cut , i worked for a while on the machian whith my brother in law gary john [ welley ] and barry williams .

After a while it was decided to look for more gellideg coal , so they drove a heading behind thepit and by luck they they found the seam not to far in , so we opened the G30 behind the pit [ see digg ] the heading to the G30 was only about 200 yards long and we torned the G30 later on we opened the G31 then the G32 whitch suddenly hit a washout [ see digg ] and you will see i have writton in a manor suit well we called it that because it was between two air doors where the men would meet for thever orders for the day , and it was a warm placeto sit while wateing the manor suit was so near pit bottom it was under the W.E.X.A.club in blaengarw that is how near we where working the 30s , they did not last long ,

The G30 whent the furthest becuse it travelled the same direcsion as the othere faces G40 G2 ecsetra but the G31 and the G32 were only short lived ,i worked on the G31 gate road ee did not have hardly any rippings to pack because of the emco bucket in the front drivage took most of the coal and bottoms up,it was a side tipping emco whith a lock on it for the coal to fall sideways or to the pauger , becuse of the hight of the coal and the bottoms it left us whith hardly any rippings ,what we had we threw up into the pack whitch was about shoulder hight we wold build cogs whith muck in them to strenten the heading , [ see digg ]

By the late 70s the gelledeg seam was running out in the ocean , so the N,C ,B employed tysons , to drive a headings upup to the upper mine seam , and that is what happened tysons men were seperate from the N,C,B. men they would not work in any condisions anywhere unless the money was there .

They started driving the headings up to the seams above [ see digg ] thus thoue they opened drivages to the first coal face whitch was the N1 ,by going across the heading on the upcast side then turning to the left up a steep incline untill it evened out the N1 was on the right hand side .

The incline was so steep they had to put a man riding train to help the men up the slope .  
it was drams with sides in them , which you sat on , and got taken up to the top heading ,  
the train as it was called had a light on the front , it looked very good at the time ,

On my shift phillip keves was the train driver , and i worked with him fore a while , because  
i us to change my shifts i done two weeks afternoons instead of nights , so when i was on the  
spare afternoons , i would help phillip as he was afternoons regular ,

We would go down the pit first in order to get the trams ready for the men ,they would sit  
aboard and we would signal , to dai trigg the enging driver , who was all ready on top ,he  
would start the enging and pull the train up , we would put the train in the parting ,so that we  
could use the trollys below tofech up the supplies .

I was working the N1 for a long while it was not as good as the gelledeg seam,the roof ,was  
softer and harder to support it had gone in for a third of a mile , when michael richards got  
killed it was a very sad day , he was working afternoons when it happened , he was  
advancing the two gate end chocks , and all the gate heading and face buried him, poor soul ,  
they filled 30 trucks of rubbish and coal untill they found him .

next came the N2 oppersit , my job was on the chocks for a while , we would put up wire  
mesh above the chocks and the roof , it was like working in a cage , but it done the job for a  
long while , the N2 went in  $\frac{1}{2}$  a mile before it got to routh on the headings to work .

Next came the N4 which ran along the N2 my last coal face to work on , they tried the  
heading machine on that face but it did not work out ,i worked on the N4 with mark  
gregory a grand lad and very strong , we worked very hard to keep up with the face ,  
because of the condisions [ see digg ] we would try to advance the chocks then the bars after  
whitch we had two packs to build whitch ment a lot of work for the two of us ,it worked to  
hold the roof , but a lot of work involved anyway my chest started to play me up , and i  
went to the doctors dr davis who put me under dr chapple the chest spechalist .

i never went down after that .

The ocean worked the M1 distriks after the N1s which wasthe lower nine ,never worked  
there , they were driving the heading . when i finished throu ill health ,

## CHAPTER 3 MY FIRST VISIT TO A COLLIERY UNDERGROUND.

Because the boys and myself decided that we would go down the pit to work, they at the school, headmaster mr richards and the N.C.B. mr tom pierce training officer for Ffalldau colliary, arranged for the 6 of us to visit the colliary, i was about 14½ years of age at the time of the visit, myself and 5 other lads, went down the Ffalldu colliery tom took us to the lamproom to collect our lamps, then we went to the upcast shaft, then went down the shaft which was nicknamed the canary-hop, because as the cage went down it would jump every now and then making us more frightened any way we landed on pit bottom on the return headway, tom lead us thru tunnels up hill down hill until we came to the main Ffalldu heading, he showed us the pit bottom on the brach e cymmer side where the jurneys of coal were ready to be raised to the surface, two empty trains coming down the shaft and two full ones going up, what amazed us was that the Ffalldu pit bottom was square in shape which we had not seen before.

after showing us the pit bottom we went back into the return heading, and tom lead us thru headings for a long way, opening and shutting air doors as we went,

We come to a coal face, which was worked on conventional mining [pick and shovel] as we moved down the coal face, we passed men and boys working together shoveling coal on to the conveyer, behind the conveyer, other men were building packs to help hold the ground up to take the pressure off the coal face, we then worked our way up out of the coal face and back to pit bottom, after we got to the surface tom told us to shower and go to the canteen, for tea and food, where he met us there later, he showed us around the surface of the colliery, the screens which sorted the coal out from the muck [stones], and the boiler houses which make the steam for the compressed air, the airtel ropeway which took the rubbish up the mountain in buckets,

We had all seen it before many times, because we grew up around the pit, but it was the first time to have it shown to us, later on we had a medical to see if we were fit to go down under to work, and we all passed the test which they gave us.

#### CAPTER 4 MY FIRST DAY TO WORK IN THE INTERNATIONAL COLL THE (CARN ) IN 1962 .

We were sent to work at the carn in 62 myself and vry richards [ oggo ] were put on dayshift , we were put to work in the G1 gate drivage [ see digg ] before we started we had to walk into the coal face whitch was aboute a mile from pit bottom , the reason why we were at the carn was stated in ealer story , we were put to work whith trevor davis , david hughes [ pewee ] and a few othere men , the drivage was being driven , because of a larg fault in the G1 whitch was not moveing down the face at all ,we worked there on days and after noons for about 5 weeks untill we broke throu to the G1 gate ,whitch in turn was being turned to meet us , when we brock throu the first person i saw was my father looking back at us , he was already on the G1 , pushing and proping , whith a man called flew morgan ,

Once the face was lined up whith the drivage , it was able to get back into full production again and i was put to work in the gate stables as stated in ealver story .

It worked well for a long time . after that we traveled in futher . and by the time the face ended we were in about 1/2 miles from pit bottom , the conveyer belts from the face was geting longer by the mounthis , we would jump on the first one and ride out get off at the end and get on the other one to get out , untill we reached the dump end , where the jurneys of coalwere filled , the carn had speacal 2 ton trams to enable more coal to be filled to be transported out to pit bottom . at the time we were filling a good 400 to 500 ton of coal per shift , we had what was called a norm to make ,in order to boost our wages if the norm was low not done our money was a lot lower ,the gate heading was a 14 foot mugs and on days , there were 9 men working in it in order to keep up whith the face , the size of the shot of muck was unbeadeveable , but the men managed it ,because of the double packing each side of the heading whitch they filled whith the the muck ,no muck was alowed to go out whith the coal , the G1 was by far the best coal face the carn had ,but the G5 went just as far ,

## A SAD DAY DERICK WOULD LIKE TO PUT DOWN IN WRITING .

It was a night in november rounder boue 1980 perhaps a bit ealer. i was on afternoon shift , at the time but come friday i arranged to have what is called a rest day , as that i could go down to pontycymmer rugby club , where we were holding a colliery safty quiz of all things

Anyway off we whent and as the night whent on the garw colliery team was doing very well in the quiz , the manager mr clark was there aliso the undermanager mr thomas ,

But about 8 oclock mr clark had a message given to him , and he announced on stage that there had been an acerdent at the pit , at that time we were working the upper nine seam N1 coal face , and my mate mike richards whose job it was to push the gate head.

We were told that he had bean buried under a fall and it looked very bad .

We all rushed up to the pit in peaples cars , to see what we could do , myself and a few others volenteered to go down the pit to help the rescue.

i was still dressed in my evening cloaths , whitch did not mater to me ,mr thomas came down whith us , and we hurried to the N1 gate road , whitch was not that far from pit bottom , but we had to cline a larg steep incline , anyway we got there and at once we could see what had happened .

The gate road had callapsed under the rippings traping poor mike inside [ see digg ]

We all worked to clear the debris of stones and steel from the area ,

But most of us new there was not much hope for poor mike , whitch became truth in the end After a long while it was decided to move the conveyor to get rid of the rubbish , and unfortmerly , mike come out on the conveyor amongst the rubbish , im afraid to say he dyed buried under about 300 tons of roof .

A very sad day that was ,mike was not very old about 27 , i bealive he left a son and wife .

I myself had many jobs ,as a face worker from heading work to face work there was allways some thing new coming into the pit , chocks by now were on all the faces , joyloaders , emco buckets , doso machines, disc cutters , to mine coal, but as always we where on the shovel , more often than not ,mostly using them on the headings or the stables or in the face , the shovel will never diy in the pit ,it was the main tool used next to the sledge , a mandrel , an axe where all handy ,but a shovel was used by most one day or anothere ,

Theres one story ialways rememember , we were working on the G3 drivage [ garw ocean ] myself , les pugh , wauve philip and barry edwards [ snich ] and we got on well as a team , our job was to drive the drivage 14 foot wide 5 to 6 foot high extra large because of the bottoms we was taking [ see digg ] all hand filled whith pick and shovel the fireman the shift before us would fire the drivage for us ,and we would advance it clearing the coal taking about 4 foot a day off ,then we would extend the pauzer ourselves by spitting the pans and dragging the box on then putting in the fan in and joining up ,once that done we would bore holes whith the drill in the coal ready for it to be fired for our next shift ,

The face worked well for a long time untill trouble up on the supply road , two men got killed as stated in earlyer story .

But the story i want to tell you about is les pugh , who got marrid while working on the face whith us , we usto take the micky out of him for a joke , bryn davies [ gravey ] brout raffle tickets into work and gave them out to all the lads on the face for a joke , the manager and the undermanager had some to , the first prize being to be best man at leses weding , anyway this joke went on for a few weeks untill gravey announced the draw would take place in the cantean after day shift , as i was best man anyway i carred the joke on as well,

all the lads pilledinto the canteen after the shift was over ,the manager as well he was in on the joke as well ,the draw was made and gess who had the wining uket , yes you got it the managet .

Well you could image leses face , he thought it was for real ,until mr clark said he could not make it as he had a big meeting that day , so les twiged outo it .

After the G3 finished we were moved up to the G52 behind the pit to work some gang we had we were put into a 14 foot heading gate , but we had a shocke of our lives when we saw the rippings , there was only a foot of them because of the emco bucket in the advance stable in the gate taking all the bottoms up , we had to pack both sides with wooden cogs to support the heading , what muck we had we chucked up about 5 foot in the face to pack them [ see digg ] anyway this worked well for a while and then we hit the taltsbut before that , we were working away one day when all of a sudden wayen hit this dowty post it fell off the face and hit me in the ribs i broke three ribs that day , but did not realiseing, until i trved to get out of bed the following day , i had to take time off as i could not work ,

Anouther job i had for a long time was in the G6 pushing the gate head with a man called emy duke , we got on very well together the job was a busy one , with the two of us knowing what to do in order to push the gate head over , it was done by means of two chocks behind the motors , but most of the work was done in front putting the posts and bars up ready for the push ,

Once the disc came into the gate we would then push the gate over in order for the disc to have a fresh cut at the coal , berwyn francis and roy goss were on the chocks in the first two stents they would advance the chocks ready for the disc to cut back up the face [ see digg ] the forward heading was advanced by the joyloader a wonderful machine for filling coal .

Phillip keyes started to work in the ocean on the tip end by the G4 , and he found it very strang, as he had not worked underground for a long time since leveing the ffalldu .

Colin hedgeson was the disc driver , and one day unfourtenatly he had a very nasty accident with the disc chain he coute his hand in the chain sprocket , it chewed is hand up something awertull he lost a few fingers as well he never worked again after that .

I seen some very nasty acceridents in my time underground , the first one was when i was 1 1/2 on the G1 in the carn if you look at digg you will see were we turned the face because of the fault , anyway a man called billy jenkins was working just were the fault was when a stone came down it pussed him to the floor and it killed him when the men lifted the stone off him there was not a mark on him , but im afraid he was dead , he was a very nice man , and at the age of 21 he did not have much of a life ,

Some times i think why did i stay there to work but i did even thou i seen a lot more accedents in the 20 years i worked down the pit .

I myself got carrid out twice once in the carn and once in the ocean .

The one in the carn , happened not long after billy . i was working the gate stable whith my cousen colin , when the plough came in , we were shoveling the lose coal onto the conveyer ,when len evens feched the plough back in and it took all the side of the coal face off , colin and myself were burid by the coal , they dug us out but i had hurt my leg and could not walk ,they thout i had broke my leg ,but i had been lucky . i had a mounth off becuse of it [ see digg ] .

The second time was in the NI in the ocean , i was working nights whith jim smith on the chocks . the disc had just passed us , and the conveyor would not shove over becuse of lose coal , so me and jim jumped over onto the coal side of the panzer whith shovels , to get the bottom coal up , when all of a sudden a slip of coal came out and shoved me onto the panzer ,i was again burid , my cap lamp got coute in the panzer and my helmet came off it went down the panzer . jim jumped over and put a button in , to stop the panzer . the boys russed up and dug me out , i again could not walk as i done my leg in again , and my sholder this time again i had time off .becouse of the accedent ,

The mineing industry had many stikes the worst one was in '76 when we were out ,for / weeks we did picket duty down in port talbot by the steel works . and in park slip in cetn ,but the worst day was when we went to saltley in birmingham , the coke depot there was to be massed picketed by men from south wales durham yorkshire , we all got to the gates . by the coke depot to stop the lorrys coming out ,authur scrgill was there that day ,there was so many poice there , but there was a lot of trouble every time a lorry came out we would surge forwoud ,a line of poice would try and stop us letting the lorrys throu ,one of the poice inspectors was pussid under the back end of a lorry . i can still hear the weels going over his legs poor fellow .

They shut the depot down for the day after that , the following day it was the same again . untill the police ordered the depot to stay shut we one the day on that one .

Picking down the park slip we would go down in shifts to stop the lorrys coming out of the open cast site we had that sown up in no time , port talbot was not so easy thou becuse of

the many ways out , and to beat us they started shipping coal in by sea ,but most of the men at port talbot worked to ruleso that to came to a near standstill until the torys mr edward heath admitted defeat we won that strike and went back to work whith a bigger pay rise.

At the time of the biggest strike in 1984 i had finished in the callery , but that was worst of the lot , they had convoes of lorryes , going up and down the mortar ways , and it got very nasty , the strike lasted a whole year , but when the pits reopened the tory s maggy thatcher, soon , shut them all to make sure , she would not be beaten again .

One of the easy jobs i had was when the carn cloeed in Oct 67 we were transtered to the ocean , we had a garanty wage of £21 , 50, per week whitch was the face avrage , we would stay on that wage for 12 mounths no matter what we did ,

Anyway as we did not have a regular place of work , most of us carn boys , were wat you call hobling .

after a while , i was put on the main 200 ton bunker on pit bottom , my job was to control the bunker and the conveyor belt filling into it , before me was the main panzer takeing the coal to the dump end pit bottom . my cabing was above the bunker aboute 12 foot in the 16 foot heading , i would sit there controling the flow of coal , it was very cold there i can tell you , and the flow of coal was none stop all day .

My brouther in law worked in the controle room between the two headings , he had aboute 6 cameras and tv skreens and 4 phones to whitch operate he could controle the flow of coal from all over the pit , very modern for its day ( see digg ) ,

Twenty trams could keep the pit going all day as they went around in a circle ten up the pit and ten down getting filled ,

The ocean on a good day could fill about 600 trams a shift , aboute 1200 ton a shift 3 shifts a day not bad going .

I was on the job for allmost 2 mounths , because the man whose job it was was off sick i even worked over time a lot of the time because there was allways coal to be raised up the pit and very often worked weekends on maintainance , one i even worked down the sump , whitch was below the cage were the cage stoped on pit bottom bellow that was the sump , and every so often it had to be cleaned out ,it was very frightening to go down pased the cage

were it stopped , and even more to look up to the top of the shaft , where you could only see a white dot as we were about 1000 yards down at that time

The ocean was very modern for its day , with conveyors to pit bottom , and tv monitoring the flow of coal .

[ see digg ] ..

You might think by reading these stories that i am a big chap , but i can say that ive never bean more than 9 stone in weight all my life , but i could keep up with the best of men whether it be on the shovel or at nealy any big job that was being done .

All these stories are true by the way i have not made them up after being down the pit after 20 years its supprising how many jobs you do .

Like the time bryn garfield the overman asked me to go chock fitter for a while because the regullar man was off sick .

It was on the G32 and he said to me you are prity good with spaners and you were - which the chock fitter , which i had done for a bit , the job was to check the main bolts holding the chock to the conveyor they would often break because the panzer being pushed over ,

My job was to replace the bolts , so that the chock whould ram the panzer over , they would break because the pressure or a stone would break them and i would have to replace them .

There was plenty of over time for the fitter on maintainance and on the week ends , so i was allways kept busy .

Underground work was mostly different , once a coal face came to an end you often found yore self hobing again , because there was so much man power there in the end , you might find yoreself on a heading or on pit bottom if they were short .

One job myself and gordon jones had [ electric eyes ] he was called that because is eyes glared with the lamp in them anyway i trained gordon as a boy on the heading and the coal face , he was the only one i had a paper for showing i was in charge of him two see him he would make two of me a very strong man .

Anyway we were asked to work on the fault in the G4 face it ment we would go on the split shift starting at 10.30 in the morning [ very good shift ]

Our job was to bore the fault so the disc could travel under it , [ see digg ] we had to be carefull because of the bad roof on the edge of the fault , and more often than not the chock under the fault would become stuck because of the hight so had to be dug out as well ,

By drilling the roof on the edge of the fault we kept the face moving so the coal could keep going out , after a while the fault filtered out so face came back to normal .,

But in the meantime the boys in the supply heading complained aboute the dust so gordon and i stayed on the 10 30 shift for a while longer , boring and infusing the coal .

This job was O K as me and gordon worked well together at it , he would bore the holes whith a coal borer and i would come behind whith an infusion rod which watered the coal ,

The boys in the supply road were kept happy because we kept the dust down by doing this ,

[ see digg ]

Yet another story when i worked at the carn , it was aboute the year 66 we were opening the G10 which was to be the last coal face to be worked in the carn at that time we did not know that ,

Anyway it was a Friday afternoon we was on split shift down the pit at 1 00 pm myself and garath pembroke who was the same age as myself , was up the pit togethere becouse at the time we lived in the same street and allso worked togethere our job was in the G10 gate drivage as you can see by digg of the carn ,

when we got to the canteen , we found that fred davis [ stumpy ] our man we worked whith had not turned up for work , we went down to the pit and malcolm hardwick our fireman told us to go into the G10 and he put us to work on the lose end of the G10 drivage ,he said there would be a jurney of emty trams waiteing for us to fill , so not to stand aboute doing nothing we were to fill that from the lose end garth and myself was quite capable of doing that so we got down to it ,

Before long we had filled 20 trams of coal whitch was aboute 40 ton of clean coal ,

Malcom said as we did so well we could go ealv we were up the pit by 6 00 pm and we were very pleased that we had done a good days work , when we turn up for work monday morning there was a note on our lamps in the lamproom report to the manager mr morgan ,

when we came up the pit after the shift , we asked malcom and he said he was to report there as well .we knocked at the door of the managers office at 1.30 pm in the afternoon and he called us in , he informed us that we had earned £ 11 each for that one shift on Friday and was very pleased whith us malcom informed the manager that we had been very good at our jobs and that it should be paide .

When fred got to hear aboute it he did his nut because of what we had earned but malcom heard him and told him that he was only jealous because the boys had more than you ,if you had come to work instead of going to the club , you would have had a share as well , fred soon shute up then but he was not very talkative all shift on that monday in the night me and garath went to bingo in the top hall we won three houses and two more up the top club where we were members all in all a very good weekend whith what we spent on bingo and fags and boze we still had £9 each left a very good weekend inead .

I have had many expearanceses in working underground but the worst was not underground , it was a day in 1967 when the aberfan disaster happened ,

I was working night shift at the time in the carn , and the news brock , that a coal tip had slipped , on the mountain bureying a school and farm , the reports came back to the carn asking for volentiars , to go to aberfan to help whith the rescue , me and a few lads jumped onto a open top lorry and we went there to help .

When we got there we could see what had happend the tip above the school had slipped and had burrid the farm first and then the school , there was muck and slurry every where we began helping to dig at the rubbish and before long , the young bodys of the children were being found , sorry to say 114 got killed alltogether , and it was not a prty stght to see .

After working none stop for hours we returned home , and i went strate to the top club , to drownd my sorrows . even thou i was black as coal dust , we cryed into our pints that night i can tell you , i did not go the following day , as i was to upset by what i had seen the day before .

Every one in the country was at greath whith what happened a bad very sad day ,but i had to put it in writeing , for people to see the price of coal in the valleys .

On to a happier story which i recall very well every year in OCTOBER, we would go to london to the world brass band competition in the albert hall ,my father and i did it for 8 years running , save all year with the blaengarw band , and about 20 of us would go up to london for a long weekend by coach we stopped at the royal hotel rusle square in london ,

And the best year i remember was the year the cory brass band from the rhondda won ,

They were stopping at the same hotel as us ,

So you can imagine the night we had after the competition ,we would sit in the albert hall from 9 30 am till 5 30 pm to hear the bands , and then the final scoring would be achieved ,

and we thought that the corys band was in with a chance , against the likes of black dyke and brighthouse and manchester coop , just to mention a few of the top bands ,

But that day belonged to the cory workmens brass band ,

After that we all went back to the hotel and what a night we had ,

but by luck the same band were booked into the vers club in pontycymer ,

which father and i used to go to , so we had a good night again they even fetched the cup which they had won it stood 4 foot high on the stage we had photos taken by the side of it but i dont know what happened to them , i would love to have one for this story to show you and to keep .

Many is the time when i think back at the time in the colliery we had good times as well as bad times a lot of bad times , in good conditions and in bad conditions , water was a big problem , and the dust , but lucky the roof conditions were good most of the time thanks to the supports being constantly improved all the time , from when i started it was wooden posts and timber , but then came the steel bars and posts and then union posts and vanges bars then dowtes and bullhead bars then chocks , they were marvelous when working on a good face ,you knew you were safe with the chocks holding up the roof for you ,On one face which was the G6 in the ocean it was decided to change the two legged chocks for fore legged chocks it was a long job to take on , and it was started on the triday after the coal shift , and went on right throu the weekend day and night to get the chocks in to the face , i

myself worked the afternoon saturday shift of all shifts never before had i done that shift , but i went , we worked fast as we could to get the chocks in to the face were they had to be put togethere a lot of work and each chock weaghed 6 ton , the pit did not stop that weekend but we managed to do it and the G6 was producing coal , by monday afternoon it was a big job done by men and management togethere to keep production going at the pit the G6 at the time was the main production faces of the ocean , wat happened to the two leged chocks i hear you say ,they were left to go back in the gob and burnd .

As time went by the manager , decided to change the surface of the colliery .

as the surface could not cope whith the output ,and it was decided to run a belt down the maine line to the washery down the raille track that the trucks took the coal to the washery ,

so it had to be done in the miners hollerdays , that againe was going to be a big job to undertake as the belt had to be covered in as well because of the wheather ,they managed to do that again thanks to the men and the management , whose planing was thanks to mr clark the manager , he knew wat was wanted to produce coal and it worked well for a long while ,

He was a good mineing engineer , i must say that of the man , i found him OK to work under he was a small man and took no messing aboute from anyone he would be in the thick of things , whith mr thomas the undermanager , if things went wrong whitch at the ocean they did , becouse of the work underground was so big people could not beleave how far we had to walk to our work places underground , and how far in the faces were and of course there were so many of them producing coal at the same time on a good day and there was so many of them the pit was producing about 4000 to 5000 ton of coal a day that was a good output whitch mr clark kept up for years , because of the planing and the spending at the pit more so underground were it mateded , he was not one to make the surface prity as long as the money was spent undrground where the money was made .

One of the good jobs in the ocean was on the G12 it was the only retreat coal face ever to be worked in the ocean by retreat we worked back to the pit instead of awave from it .

the face was only 70 yards long ,and it was worked allong side of the G11 so we used the old gate heading and conveyor belt ,thus saveing money , [ see digg ] .

we would advance at the rate of 6 cuts per shift with the disc so you can see the coal we filled each shift two men on the chocks in the face two pushing the gate head and four up the supply pushing the supply end , more work up the supply because of the extra coging each cut was 2 foot 6 ins with the disc so we advanced at the rate of 14 footn a shift , double shift a day , so you can see the amount of coal we filled out of this face it lasted 8 months because of the rate we worked it but a very good coal face .

## CHAPTER 5 CONDISIONS WE HAD AND MORE .

Looking out at the snow throue the window reminds me of a few more storyes , when it snowed hevey in the valley , the men living near the pit ,had still got to go to work once there we would change as usual but some of us were given jobs on the surface to help dig the trucks out of the snow it was not a very nice job there would be big oil drums around the surface with big fires in them to stop the pit from frezeing mostly the keps which would help to hold the cages in place when they came to the surface up the shaft they steaded the cages for the drams to be pushed in and out of the cages by the emptys trams pushed in by hydrolick rams they were relihed upon by the banks man to controle this .

Most of the men had to walk to work As the valley would be bloked off , a lot of them would have to walk 3 miles .

WHITCH WAS THE LIMIT BEFORE THE SNOW SHIFT WOULD BE PAID ,viv churchhill whitch i worked with from time to time lived by the black bridge in tyleagwyn , it was 50 yards short of the 3 miles , so it ment that viv would have to walk to work .

THE N.C.B even measured it , because viv made a row over it but as the tape never lies he did not win his case .

The snow would be very bad sometimes i have knowu it to be as much as 5 foot deep i even walked on top of cars before now .

Mogan and halford the brother and sister who owned the bakery on James road hill would be kept very busy as the people of the valley went there for bread, the shops would be sold out of most things, as the snow lasted longer, one time we were snowed in for over two weeks nothing managed to get in or out of the valley.

Going back to the days in the carn to me it was the hardest pit in the valley to work in, I worked in the ocean was far more modern as time went on, the carn as it was did not have a pit head bathes until last going off which was too late, we would walk to the ocean from our houses change then walk back to the carn up the top end of the valley, if it was raining we were wet before going down the pit, once down we had to walk about 2 miles in before getting to the coal face, from pit bottom we would go down a steep incline and bear left at the bottom then along to the dump end to have our lamps checked by the deputy and given our orders for the day, from there we would walk into the GI which from the dump end was about a 1000 yards or so, going in further every day, so you can imagine how hard it was to start with, before you even started work in the face.

After finishing on the face you had to walk out and go up the pit and then go down to the ocean bathes get out of your work clothes and then shower then into your clean clothes and then walk home and that was every shift.

A lot of my friends who have never been down the pit ask me, how deep were the shafts, well I don't know the exact depth, but by what I've been told, the carn was the deepest it went down for about 1500 feet rough guess mind, but don't forget you walked down a incline of 500 yards after, so you see it was down a fair way.

the ocean was about 1000 feet, but then you had an incline of about 1 in 4 again for about 400 to 500 yards before leveling out.

the ffallldau I'm not sure of, the upcast shaft was about 800 feet but it had a steep incline down to, the other shafts, the ffallldau new shaft or the ffallldau hill I don't know or the braichycymmer shaft as I never worked there at that colliery, I only went down for a visit as stated in earlier story, the glangarw colliery ballar rat I was the only one I really know it was 50 yards deep, it was not very deep at all because it worked the vic seam, which was the first

coal seam below the surface worth working , like told before it was only 2 foot 6 ins to 3 foot high , but very good steam coal , it has been said that barry docks were extended to take the ballar rat coal abroad ,idont know if that was true ,another story about the ballar is there is a town in australia named after the colliery again im not 100 percent sure only what ive heard of days gone by .

comment by gordon alwyn jones whose putting this book together ,

the ballar rat had one hell of a problem with water because it was so close to the stream running into the main river its shaft was only a couple of yards from this stream so it really had a problem as you can imagine . and i tell you of a true story ,you remember that derick worked in the T25 on the landing of the ocean as told by him which had water coming through the roof as well as bubbling up through the floor ,as a young lad i saw this face at first hand and they the enginers put this down as coming from the ballar rat coll to prove themselves right they put a strong dye into the old ballar rat shaft and behold the dye was found to come through to the T25 on the landing ,thout idd mensinde it. right lets get back to the storys .

The cam was famous for as a coal mine because of a film which was made there in 1957 called [ THE BLUE SCARE ] it had a lot of filming down underground with that film .

[ FALLIN HERO ] was made in the valley starring [ DALE HENERY ] a story about a miner going north to rugby league and coming home again because he had an injury a very good serves on T. V. i was steward of the wexa club blaengarw at the time and served him many times during the filming .

Another serves was [ CARRIS WAR ] about young children coming from london during the war ,that was filmed all over the valley the house and shop used was in herbert street blaengarw , also the church used for the filming .

YET another film that comes to mind the [ THE PROUD VALLEY ] starring paul robson .

again that was filmed in the valley . it to used the cam coll for filming underground sceans , my father was in that film but i have whatched it a good few times and as its so old a film and taken underground i cant tell the differant men from each othere , my fathere was a lot younger then to as well mind you .

## CHAPTER 6 FAMUSE PEOPLE IVE MET THROUE THE YEARS .

Talking aboute old times its nice to remember back and just think of the famuse people that i have met . hear are a few that i remember comes to mind in the late 1960s to when we usto go up to london as stated ealyer storyes . we met a lot of famuse people to do whith the brass band would , the famuse conductor [ SIR HENRY MORTIMER ] he was aifso a iudicator for the bands as well .

My father and i whent down the old kent road to a pub and met [ TOMMY FARR ] the welsh boxer who fought [ JOE LEWIS ] in 1937 he went 15 rounds whith him a very nice gentleman was tommy he and his sons run a pub down there in the old kent road ,

Aboute boxers anothere story comes to mind ,about [ BRIAN LONDON ] yet another heavy wight was good in his time ,sometimes we were up in blackpool in the 19 0s myself jeff atkinson , mike o conner were waiting to go into a night club when we where in a quiete iw as in the middle of the two of them and the bouncers were serching us for weapons , anyway they searched mike and jeff when it came to me this voice stad let them in he would want a machian gun in there whith that we started talking and brian realised we were welsh , he called us to one side and spoke to us he spoke back and said he liked the welsh and the way we spoke he took us to is table and a waiter served us all night and brian came back and for a good few times that night to see if we were O.K. .

Again in blackpool in the 19 0s we were staying in the vickinghotel on the seatront and they had a night club downstares anyway we were there this night when the groupe started up playing and they were a dark group the lead singer was [ HEROL GREY ] of hot

chocolate group which today are famous he came over and sat with us and started drinking with us we had a good night again .

Other times when we were home we would go to the 4 [ 777s ] night club in Masteg , and this night I was with Gordon Jones [ Electric Eyes ] he was always dressed smart with dear suits on , anyway he wanted to try his hand at the casino as we got to the door a bouncer stopped us and told us we could not go in but as we spoke a voice said let them in it came from the casino it was [ TOM JONES ] the singer , he was only just getting famous by then , we played black jack and roulette he offered Gordon £20 to go as his minder for the night but Gordon would not go as he was to shy like that anyway Tom had to work on the stage and give a few of his songs ,and away to go he did that night .

We met Tom a few times before that as he used to play in his band up the Blaengarw ambulance hall before he was famous ,

I met many of the famous men in the mining union ,but the one who comes to mind is [ AUBREY SCARGIL ] you all know him I met him many times on marches ,and meetings to do with strikes in the pits . but this one time we were down in Swansea for the gala often but this gala he gave a speech along with [ MICHAEL FOOT ] the Labour leader at the time ,my father in law and I were walking across the field for a pint when Aubrey called Berwyn my father in law . cause Berwyn was a big union man for 28 years for the Ffalldau ,and after that the Garw Ffalldau we shook hands and went for a pint together , the women came looking for us we were so long .

I met a lot of rugby stars and watched them play in my younger days in Bridgend and Cardiff especially on international days the 4 countries , but the man who comes to mind is [ J. P. R WILLIAMS ] the full back for Wales he was training to be a surgeon in the Princess of Wales hospital in Cardiff , well my mother was sent there for open heart surgery ,and was put on a heart machine ,because she was not strong enough a whole week my sister and I stayed there in private rooms to see her , and every morning we would go for breakfast and J. P. R ,would sit by us to talk to us as he was nights that week , my mother who was not strong enough died in sorry to say , but I will not write about that .

RAY POWELL the M.P. for us and the ogmore i met a couple of times he nursed aaron my boy when he came up to open the top hall after they spent £250,000 on it , it was opened as a cinema again and the libery the arts took the top floor over and they have been a good success force since they started ray was still a member of parliament for a good few years .

PRINCE CHARLES i met twice in as many months he came to bettws to see the sacred church before they renovated it , then i shook his hand down by the bettws center , after that i met him in cardiff at the mayor house where my father in law and mother in law had lunch with him he had a glass of wine with him before he went of to london again .

I never have been into foot ball but i went to cardiff main park and seen [ JIMMY GREAVES ] scoring 2 goals against wales that was in the early 1960s .

A lot of rugby stars came from the garw we had quite a few in the wales team throug the ages at one time there was three in the rugby wales team from the garw . [ BOYO JAMES ] and [ JEFF YOUNG ] and [ JOHN LLOYD ] he played for the british lions as well and [ LYN DAVIS ] also played for wales .

another [ LYN DAVIS ] the long jump olympic champion , i met him after he came back from tokyo , where he had a gold medal for the long jump it stood at 27 foot 10 ½ ins for a few years , he was from the ogmore valley so he was a star in 1964 after the medal win .

He is now a sports director for the B.B.C.

## CHAPTER 7 MINEING NICKNAMES AND OTHER THINGS

Whith stories abote the pits came the nicknames of the men a few that come to minde .

are as followes BRONCO he allways drove horses underground there the name bronco after the horse . PEEWEE because he was so short , DAI CHEYNNNE , our under manager of the cam , i dont know how his nick name came aboute , SHANKO as he was allways called , WILL GREASER because of a job as a greaser , TOP HOP because of a stick limp he had , DICKER , was my nick name and still is i was called that one day in the classroom by my

schoolteacher, Mr Goerge, and it stuck ever since FREDDY BEAR because he looked so big amongst us underground, BUSSEY was handed down from his family as was OGGU, DENTY because of his name dent, TOP PATCH was another LEGGY a team captain from the cam WHACKER was another CONKER was one handed down again, and I could go on and on about nick names which was adopted as the names from the pit, I think a lot to do with it, was because a lot of men had the same names so they got called nick names so as you knew who you talked about or who to as time went by.

The men underground mostly stood together when working together they had to in order to protect each other underground it was not the best places to work there are stories I can tell of men who was carrying on with other men's wives there were men that would not speak to each other on the surface because of different rows over the years but once underground most things were forgotten and they got on with their jobs, the work was so demanding without rows from the surface coming into the working day of the miner, but some let their rows boil over, but they were soon put in their place by the men not the bosses, the bosses done their best to keep the worst ones apart from each other which worked well most of the time as there was a lot of family rows, women problems and different things which could boil over and might cause trouble underground without the pit doing it for you it was so easy to have an accident without the rows as well.

Mining always been a hard life but as one was brought up with it we coped with the rough and the good times in our stride if we had a bad place of work because of roof conditions or because of water or dust, which was the common ones in mining, we would take it all in our stride and get on with it, dust so bad you could not see the men you worked with from 6 foot away, water up to your knees or running down your back, or holes in the roof so high your cap lamp could not reach the top of the hole, so as you can see the conditions sometimes were bad but we grined and bared it as part of the jobs, it was slower work because of it and a lot harder but most times we beat it and looked at it as another working day in a life as a miner.

If someone said to you mining was easy life , i would call him a liar because he was either daft or dull or both , even the easy jobs underground you had to keep your wits about you all the time or one false move in the wrong place and you would be in trouble , sometimes big trouble , mostly thankfully it was made easy by your selves , because of the work you knew you were doing , but some thout they knew it all , and tryed to be the hero, which did not work in most cases it was down to team effort by all or trouble was around the corner ,

Many is the time i think of life underground and all the differant jobs i have done and the good men i have worked whith [ AND THE BAD AND LAZY ONES ] a lot of the men had good names as for working underground , men had headings named after them like fred davies [ STUMPT ]s heading , charlie roses heading , lee willieums face as team captain , reg davis [ LEGGY ] another team captain the two pritchard brothers [ IVOR + PERCY ] allways together on a heading leading the men whith them , the two bowan brothers [ ALLAN ] died dec 97 and his brother whos still alive at time of writing [ KEN ] they again were allways together [ FRED THE BEAR ] nicknamed because of his size a strong worker on headings .

There was of course nicknames for the bosses the fireman and the overman of the district etc dai rees [ WEARS ] is family were wears from over the valley , [ DAI TOSH ] because he allways had a mousetoshe , [ DOUG MINI ] because he allways had a mini car , but most of the bosses were respected as most of them were fair when it came to work , because they had done it themselves in years gone by .

There was also nicknames for places of work more so in the cam i think because we did not call them much more than the numbers in the ocean , like MARBLE ARCH , THE MOSCOW , THE FAR END , THE PONDORRSA , THE K , THE MANAR SUITE .

The names just stuck to the places of work because someone would call it that one day and it would stick for years .

## SHORT STORY MADE UP BY MYSELF .BUT A TRUE ONE ABOUT MINEING

The day was like any other up at the crack of dawn , up to the pit change and wait to descend the pit , talk to the lads aboute differant things that went on , but some would be talking pit talk of what we would be doing most of us had places to go every day the same coal face the same place of work whether you worked on the G2 - G6 - G10 - G40 - they all had to be worked .

Anyway down we would go and meet up whith our work mates soon we would be walking into workings , some were near some were a long way in from pit bottom , all acording how far the face had travelled in from the time it started production .

Once at the coalface the men were then whith the men they worked whith daily some worked in pairs some in foures or you worked the face you worked together in pairs if you worked the headings you worked in fours or fives if it was the gate heading , the stable was foure men gate and supply .

The conveyors and the machins would start up and work would beging the disc would start cutting the coal the conveyors taking it away to pit bottom , the men knew theyer jobs , so they got on whith them .

Wheather it be headins or coal face the face would advance by moveing the conveyor over whith chocks and hydrolick pushers called rams to push the conveyor over ,

The headings had to be kept up by putting rings up and the stables worked in advance from the face to enable the disc to come into so that it could be pushed over to have a cut into the coalface .

The dust and the noise were as you can imaging very dusty and nosisy , becuse of the low condisions and the cponfined space worked , most coalfaces were about 4 foot 6 inches to 5 foot in hight so you did not have a lot of room to move what whith all the machnary and the size of the chocks , the disc itself was on top of the panzer , and once going it would cut the coal and fill it onto the panzer

Overe parts of the pit was important as well you had supplys to get into the face . e.g , rings , timber , steel posts mostly dowltyvs , cog sticks to put up cogs on the ends of the face to help

support the headings , also you had the conveyors belts to pit bottom to take the coal out , they had to be maintained because most of the time they would be a mile long some even longer , the headings had to be maintained , because of the squeeze bottoms had to be cut timber had to be replaced , rings would be bent under the pressure they had to be replaced a lot of work and looking after to keep the coal face moving .

As you can see by ealer drawings of the disc underground workings there were miles and miles of headings some of the coal faces would go in for a few miles so you can imagine a lot of maintainance had to be done to keep the coal flowing plus on top of that the coal face itself had to be kept in good condition or it did not move .

Most coalfaces were about 200 yards long so you can imagine how much coal would come out in a day , plus most of the faces were worked on a double shift in order for them to have more output at the colliery.

I worked in the garw until i finished my training then went up the can [ INTER NATIONAL ] in 1962 until it shut in 67 we worked in the G1 - G2-G3-G10 there before it closed , from there i went back to the ocean [ CARW ] until i finished in 1981 i worked on the G2 - G3 - G4-G6-G10-G11-G12-G30-G31 - P1 - P2 - P3 - until i finished because of my chest . I then took the W. B. C. V. on as a club steward for a while.

## CHAPTER 8 .

### TURN OVER FROM CONVENTIONAL MINING AND MODERN CLOSERY .

Turn over was the name given to the back shift whose job it was to turn the conveyor over into the new run which had just been taken off by the colliers .

As shown in digg on pages futher on , once the coal was got off the conveyor was split and put back together in the new run along the coalface , the pans and cham and side pans where split they came in 5 foot pices .to be sloted back together to form a conveyor again

the two heads one in the gate and one in the supply which held the motors had to be pulled over as well to enable the motor to work the conveyor one more .

The men knew theyere job and most time was done dayly in order to keep the coalface moveing forward . once that was done the man whith the coal cutter would cut a thin line into the coal seam to make it fall from the roof makeing it easy job for the colliers to fill onto the conveyer .

Then the packers would do theyer job of packing the packs the dummy road was crashed in order for the packers to have lose muck and stones to fill the packs .

Then the heading men would work the rippings in order to get a ring up ,they had to keep up whith the coalface , it was all workedby men who knew there jobs most times it worked well if the face was a good one for condisions most times it was some times it was not e.g.water - dust -faults + bad top roof - bad bottoms and so on and on .

#### CONVENTIONLY MINEING .

Machine to cut a thin strip out of the coal before shift just above the bottom of seam .

man and a boy to work in 7 yards stent 4 foot 6 inches high ,4 foot 6 inches in death .

hand filled whith shovels , mandrill , and prenematic drill ,once hand filled you would get the butts up whith the prenematic drill and clean stent up, not forgeting to post upevery 3 foot

by means of post and flat , [ SEE DIGG ]

#### POWER LOADING .

Disc or plough to cut the cut stables both ends driven on in front to ensure the disc to come in at the end of the cut ,push over by means of hvdrolike pusher attached to chocks enableing the conveyor to move over and allso the machian cut back up the face for anothere cut of the coalface about 2 foot 6 inches per cut twice a day .

### COAL DRIVAGES .

Mostly done by hand in ealy days three men in a 15 foot drivage into the coal in orderto open a new coal face , mostly 200 yards long [ SEE DIGG ] once driven from heading ready for the face to start , get machinary and equipment in ready , mostly bar and posts ealy days union posts and vanvirse bars .

After came the chocks and discs , joy loader gate and emco bucket tail end if lucky if not hand filled from stables .

### HARD HEADING .

Hard leading throue solid rock or rock and coal looking for a new coal seams if you were lucky youmight find one soon or not at all ,each 10 foot or 14 foot arches in heading whith a emco bucket to clear the muck , after it was fired down taken away by a conveyor so that you could advance and put rings up , advance untill a seam was found then develop ready for a coalface to be formed .

### CUTTING BOTTOMS .

This work was done because of the squease in the heading the coalface would have moved on a long way forwould but the squease whith the preasure of the ground would cause the bottoms to pook up [SEE DIGG ] they would be cut away to make head room for waiking and for the conveyor being squeased to the top and allso to get supplys to the coalface .

### TAKEING A HOLT RIPPINGS IN A HEADING .

This was done by takeing a new part of the heading above the old rings in order to reparaire old rings and increase hight in the headings mostly to allow the jurney of coal to travel out to the pit bottom . by means of stageing acrossse the heading you would rip old rippings down to make room for new rings this would help to save the headingand for the jurneys of coal to get out to pit bottom whith out comeing off the road .

## AIR BRIDGE .

A air bridge was made to get over the main headings in order to open a new coal face on the left hand side by means of going over the top of the main headings [ SEE DIGG ]

## CHAPTER 9 COAL MINEING HOW I STARTED AS A LAD .

Every coal miner has a differant story to tell from hardships to good times . but i hope mine will interest you , it will all be true and the names of men and workmates will allso be true . to say mineing was easy was not a real question just ask the thousands who do it and not one will say i had it easy .

My story starts as a young lad of just 15 going 16 just left school and follow my father into the pits as many like myself did , first off you had to have a medical to see if you were fit to go down the pit ,something like the army , they did not want you as a person not fit to start your life in the mines.

A.I and ready to start as a boy we had to do training and at the time the training center was at masteg the next valley over from us , catch a western welsh bus at 7.30 a.m. from the top of our valley down to llanginer square , where the training bus would pick us up , they had allready picked boys up from ogmore the valley to our side of us [ SEE DIGG ] gets to the training school about 8.45 a.m ready for training at 9 a.m . 8 weeks classroom , 8 weeks in the gallerys for training on the coal face . [ GALLERY IS A MAN MADE COALFACE TO SHOW US WHAT ITS LIKE ] during that 16 weeks we went to differant collerives for underground visits to show us the real thing or the underground life .

Went down the ifaldau once , the international once but mostly down the ocean coll, as that was where i would be going back to do my face training for real,whitch wat happend after the 16 weeks course .

My first job underground was whith bob walsh who drove a horse to get supplies into the coalface on the return side my mate at the time was trevor james [ DIED AGE 46 ] he showed me the ropes and what to do , that was on the T14 ocean 2 foot mine coal seam ,after about 2 months went on to the T17 training face whith griff dig to do my training for 8

weeks on the shovel and pick taking a stint off by shoveling coal onto a conveyor and then posting up as we took the coal off, also we learned how to pack in the gob from behind and turn the conveyor over, plus we learned the heading work as well.

After training was put what we call hobbling on different coal faces, until we decided to go up the carn to work on the G1 plough face in the gate stable we worked the coal off in front of the coal face so that the plough could come in into the stable we would then push over the conveyor, which runs to advance the the face, post up behind then back on the coal, advance about 3 foot a shift all throu the coal face the face was 200 yards long, men would be pushing and propping up the face, pushing the face over and advancing the bar and union posts as they went from behind as that was going in.

the heading men would be clearing the shot of muck, to clear for putting up the ring one yard 14 foot rings in the gate and 10 foot ones in the supply,

The coal was taken to pit bottom by a long conveyor belt as far as the dump, and then filled into 2-ton trams to be taken to pit bottom about 1/2 a mile away by rope and enging along the main then up a steep incline to pit bottom, what we called a journey of coal which was about 20 trams of coal on each journey and away on the parting emtyes ready to be filled, all shift about 300 trams per shift day and after noons, night was for supplys to come down the pit ready for the two shifts the next day.

From the G1 I went to the G2 coal heading to work with fred davis [ STUMPY ] and les john was my age two boys and one man, we worked the coal heading which was 14 foot high all coal, which was to be used as a air way for the G3 the next coal face.

The othere shift was billy powell, garath pembroke, glyn morgan, night was len lacy, bernard phillips, raymn lewis, whos job it was to put up the 14 foot rings after the day and afternoon shifts.

Frome there I went to work in the G2 hard heading with terry hammon [ SPAM ], we were going through washout to find the coal on the othere side they stoped us 30 yards short of finding it, the the G2 supply had already found it and started to drive the face towards us but we could not go any further because of the gas.

From there we went to the G10 to open that coal face , but as we did not know it was to be the last one in the carn to be worked , gate drivage 14 foot and 4 foot 6 inches high then turned and drove up towards us from the supply road to form the coalface .

The G10 went in the same distance as the G1 and the G3 as time went on they were getting ready to shut the carn witch happened in Oct 8th 1967 .

from there went back to the ocean to work they by this time was workin g the GELLI DEG , THEMSELVES ,they were working it on two levels witch was the G1 G2 and the G10 on the upper level after a few differant jobs , i was put to work on the G2 supply heading with viv churchill again it was a 10 foot heading same sort of work , clearing the muck and ringing up then boring the rippings for the next shift from thier was put at differant jobs again untill we went to the G4 to the supply heading again , soaked in shury and water for hours on end untill we done our work , then we could rush up to pit bottom socking wet to get up the pit to finish the shift , that went on for two years , off and on untill we were put in the G3 , gate drivage to work the coal off in trout of the face .

#### THE FFALDDU COLLERY .

Sinking operations at the ffalldu or ffalda coll , began in june 1876 in the hope of locateing steam coal measures , under the earl of dunraven , by 1878 the collery was in full production under supervision of edward plummer and whithing 4 years the mine was employing 300 to 400 men and producing 400 tons of coal a day

At the turn of the century the ffalldau coll was firmly established and was continually introducing intercate technology to maximise production .

The collery in anagement adoped such inovasions as the bilgian coke ovens , the first of this kind in mid glamorgan , and the sterrins bucket ariel ropeway , witch removed collery waste from the collery site to the hilltop directly above .

## NICKNAMES OF WORK PLACES UNDERGROUND.

Before i started in the carn there was a place of work called the [ MABLE ARCH ] it was behind the pit , and so called because of the rock top and rock bottom , something like the gelli deg , seam whitch was the same .

Then there was the [ MOSCOW ] whitch again was worked out before i started also at the same time there was the [ FAR END ] whitch was right down the bottom of the trip and went in for a few miles so im told , so far infact that it got so warm because of the air could not travel that far it stopped work in the end .

The gelli deg , seam was futhere up the trip , and to the left of the trip they found the seam in about 50 yards or so and it became known as the [ PONDEROSA ] , because not only was it esasy coal seam to work but because of the good condisions as well , the G1 was the first to have power loading they instafied a plough , and it was a grate suxes for a very long while , the G1 traveled about 1 mile before it was closed down ,

The ocean at the time was working the 2 foot 9 inches seam all on convensinal minneing but they did start the power loading in 1962 it was put into the T15 and that proved to work fine , and tere began the start of power loading faces in the earw vallev , the Haudan also had power loading faces as well but i never worked there so i dont know what faces had them first ,the carn was the first in 1961 .

There was [ GLASSBEES ] in the carn [ BEN COLES ] ,named because of the man who worked there , there was the [ CRACK ] whitch i was told .

Tere was also a heading named after men who worked there like [ FREAD STUMPY ] davis was his last name . [ CHARLY ROSE ] was a name given to a heading .

[ CENTER ROAD ] was one because it was in the middle of the G1 face , [ MANOR SUIT ] was a name given to a place behind the pit in the ocean .

## CHAPTER TO END AND SHORT STORIES AND PLACES WORKED .

I am writing this for the benefit of people that have never been down the mines in their life time , it gives you some idea of what ee the miners went thro to reach our work places before we even started our work .

We started by going to the colliery then we would change into our working cloths from our clean clothes in the pit head baths which would be in two parts one part for ver clean cloths put into lockable lockers then we would go into the second part thid dirty clothes lockers and change into our work cothes and helmets and toecapt boots , then we would go to the lamp room were we put our checks on the bord so the managment could see that you were on the colliery premises and for safty resons then you would take and put on your lamp and then you would pikek up your safty oil lamp then you went to the pit head were the cages were .

### THE INTERMINAL (CARN )

To start you walked into the cage , which was on the downcast side thas the fresh air side . which was one deck it could hold 15 men the cage would lower gathering speed all the time untill you felt the brakes applighed you would have to swolow a couple of times as your ears would pop with the preasur when the cage stopped you would get out at pit bottom 1500 meaters down then walk across the landing about 100 yards turning to a strate left down an incling which was very steep aboute 500 yards turning again at the bottom to the left into the bottom parting which could hold two jurneys of coal about 20 foot high 15 foot wide throu the parting for about 100 yards in the main heading straight on for about 600 yards untill you came to the dump parting which was called because it was the dump end were the jurneys of drams would be filled from the conveyor belt it was again the same hight and whith, you would then turn to the right down the G2 gate road which went in for about 500 yards untill you came to the hard heding ,but back by the dump you turned right like the first time walked 100 yards to the G1 gate road turn left off the G2 gate road and walk aboute 1000 yards in the G1 gate untill you turn to the right for aboute 300 yards and then you would come to the G1 coal face which was going on inby all the time ,

short story that happened in the carn .

In the carn on afternoon shift at about 9:30 , no wet notes in the carn , anyway we were waiting to go up the pit when the coal stopped being risen but as we waited the water level grew around our feet , later we found out that the pumps had stopped working in the kill .  
by 9:45 it was nearly up to our shins , so it was decided that the men would have to walk thru the heading thru to the ocean heading to get up the pit there , we all started off thru the ocean heading the pit overman asked us younger men to help the older men on pit bottom . a note said [ FOR A ( ) ( ) ( ) ( ) ] why was it stone if not more the reason being the heading in parts had squeezed so much that he would have got stuck as we got nearer the ocean , the heading got worst because the ocean had not maintained theyer side of the heading , with our help over the gas pipi and water we managed to get dai to the ocean , it was about 11:00 by this time , the night shift on the ocean side could not get over us coming up the pit , as we were not working in the ocean , they thout there had been a disaster at the carn , we laughed about it later , but after that the heading got more maintainance done to it because of the trouble we had getting dai throue also the pumps were better , so that it would not happen again , it was so easy to flood in a short time, it could have bean a lot worst .

THE CARN AT THAT TIME ONLY HAD ONE WAY OUT THATS WHY THE HEADING WAS DRIVEN SO THE MEN COULD HAVE AT LEAST TWO WAYS OUT , MEN CAN REFUSE TO GO DOWN THE PEE IF THERE IS ONLY ONE WAY OUT  
NOTE FROM A ( ) ( ) ( ) ( )

GARW COLLERY { OCEAN } G4 FURFIRST COAL FACE TO BE WORKED ON THE BOTTOM LEVEL OF THE GILLE DEG SEAM UPCAST SIDE .

Into the cage which was double decked to hold 50 men botom cage and top cage throue the two air doors on surface , decend slower than the carn about 1300 meaters down get out at pit bottom walk about landing 100 yards , down an incling 500 yards past the G2 supply road

throu two air doors past G2 main heading , go throu two more air doors under conveyor ,past the G4 supply road throu two more air doors onto the G4 gate road whichg by then you would have gone 500 yards under the conveyor of G4 throu two more air doors into the G6 supply road 200 yards turn right into the main heading of the G6 supply road walk 100 yards into the face of the G6 THE furthurst face to be worked on the bottom level they allso worked the G10 G11 G12 on the upper level the G40 went down to the Hfall due to joine up the two pits all in later times ,

The ocean worked the upper nineand the lower nine before shutting down [ See DIT 6 ] an book to have a routh idear as to were and how far worked for the serch for coal , the ocean allso worked behind the pit ,

#### START UP LIPS IN COLLERY

My story begings on a wet cold winters morning , the time is 5 30 a.m in morning of january 1962 , my first day at the pit my father whos a miner calls me and i get up i get dress and down the staers , my father has already made a cup of tea as it is an old custom to him , he has done it so often in the past , aft we go down the path and walk togeathere to the pit when we reach the pit , my father says to me , look after your self son , i shall see you this afternoon , the reason we parted is because my father has to dress and go up the valley to anouther collery , because the one he goes to has not got a pit head baths , anyway its time for me to dress and report to the top of the pit , i meet some of the boys who like me are starting the same day we have a talk and a fast tag togeathier the butterflys in the stomuck , you try not to show no one will admit they got them , finish our tag and walked into the cage about 14 men on top and 14 men below the banks man knocks the stonat and pulls the keps away , and we start to decend slow at first but soon picks up speed you can lead your stomuck leving you , then the cage stowes down as it lands on pit bottom , as the garw is working the 2 foot 9 seam its half way down the shaft so theas drawbridges come down , so that you can walk out on pit bottom , then we report to the departy of the coal face for our orders for the day , the rest of the story is covered in ealyver story so i wout bore you ,

1962

T14 First place to work as a boy of 15 , worked whith BOB WALSH the man , TREVOR JAMES same age as me , driving supplivs into the T14 coalface ,

T17

Done my coalface training whith GRIFF DEX .on the coalface

T25 T18 T16

Hobling from differant coalfaces as a boy did not have a regular job , was whith differant people all of the time .

WENT UP THE CARN 1962

G1 plough face worked in the stable gate whith DUKE DAVIS [ bones ] LEATH MAC KAY , COLIN LAMERT and DUKE DAVIS [ finger ] and myself ,

G10 coal heading whith FREAD DAVIS [ stumpy ] and LES JOHN , driving a coal heading for a air way .

G2 hard heading whith TERRY [ HAWKWOOD ] [ span ]

G10 coal drivage to form a new coalface ,worked on coalface as well .

G3 was going as well by now along side the G1 .

BACK TO THE OCEAN IN 1967 SHUT THE CARN DOWN

G2 plough face back to hobling again no regular place

G1 plough face was going as well

G4 disc face worked the supply heading with LES BROWN , DICK O BRIAN , LES PUGH , plus other jobs .

G6 disc face with ERNIE DUKE . pushing the gate head after the disc came in worked the joy loader in the advance drayage plus other jobs ,

G3 worked the advance drayage with LES PUGH ,WAYNE PHILLIPS BARRIE EDWARDS [ switch ] .

G32 worked the gate heading with the same men bar BARRIE swaped with KEITH STANDING .

G10 G11 G12 hobling on different coalfaces .

G34 on the chocks for a while with TERRY WHITE , JOHN THOMAS , JEB WILLIAMS captin .

N1 upper mine back to hobling again no regular face different jobs .

N2 on the chocks with KEITH STANDING [ busy ] then different jobs on same face .

N3 worked with MARK GREGORY on the chocks and pushing and propping finished working 1987 .

## SHORT STORY WILL HAVE YOU THINKING AND PARTING SHOT.

Dai was knocking the front door of number 20 railway to try and get gwyn up; for work it was 5 45 am on a wet monday morning , in the end he shouted throu the letter box and could see gwyn coming down the staers pulling his shirt on the same time ,

I be there now he shouted to dai wont be long whith that he opened the door , and gwyn handed dai his tommy box anind towel rolled up , come on man what held you up , to much bear last night or what , dai said , gwyn replighd , no i had a good night whith the misses , she was red hot last night but boy was was it worth it ,

Whith that they set off they went up to the pit the wind was blowing hard against thever chests so they walked up david street to the pit canteen ,lights would be seen at the top of the street ,men would be walking whith them as the day shift woke up ,

They were blowing and puthing throu the wind and rain , and because the two of them must have had dust throu working at the pit for the last 20 years , allways at the coal face , and mostly togetathere as they were about the same age ,

Dai said to gwyn , i get the tea in you find a seat , o,k gwyn replighd as he sat by a few other miners and waited for dai to come back whith the tea , dai came back and sat down and gwyn offered him a woodbine well boyo dai said , i wonder whats bean done over the weekend in our stent , not a lot gwyn replyed , if i know better they have lett it up to us to sort out i expect ,

Saying that was because dai and gwyns place on the coal face wasd the roughest because of a fault running throu the seam , and the roof condisiouns was not clever at the best of times ,

Anvway they went into the pit head bathes to change into therer work clothes , clean end to undress and dirty end to dress into theyer pit clothes there were in the same row of lockers , so wered theyer lockers togetather more or less they had top lockers but did not mind them ,

Up the lamp room steps to pack up theyer lamps then down by the pit head for theyer last woodbine before going down the pit , standing in the queue ready to go down they all had to be down by 7 am or else ,

Once down the pit they went to the fireman for them to be checked in and have their orders for the day, Jim the fireman said to them, the fault has been bored over the weekend, so the disc can go under, but watch the roof its none to clever, ok dai said. and off they went into the mine.

Gwyn and dai was school mates and then went to the pit together, they had worked with each other off and on for the last 20 years in pit so they knew each others habits all so well.

Dai was the smallest he was 5 foot 6 inches then and solid, gwyn to but a bit taller but he had a lot more wheaft in the middle part mostly but could work like a kobe horse.

In they walked for miles it was about 2 miles into the coal face the G6 was a long way from pit bottom they had coute up with a few other men as they walked, but the collevy was running to good as it was a monday morning and the after effects of the wreekend, was showing on a few of them, all with their reasons.

By the time dai and gwyn got to the face they were ready for a sit down, but dai said to gwyn, lets get strat off to the stent for going to have five before we start but it followed behind gwyn said nothing they bent under the rippings, and started moveing up throu the chocks, they were in the middle of the face working and had 40 chocks in which to turn over after the disc went past.

After a while they got some tools off the bar, which was a shovel sledge and a mandrel, thats all they needed, and went up to the fault, to see what had been bored and fired, and the roof between the chocks and the face was hanging but there was enough room, for the disc to go past, but the stones on the far side had to be cleared, they would not travel on the panzer under the disc, so that was wat had to be cleared, before the face could start.

Bill and john in the next stent came down to help and before long the stones had been cleared from the face side the panzer could move now.

You could tell the disc had started down the face by the dust comeing down.

After the disc had passed them they turned theyer chocks and the face was able to produce coal , but the fault would have to be bored again before the disc would be able to come back up again ,

At the end of the shift , dai and gwyn , walked the heading back to pit bottom , once up the pit a quick shower and then home .

Bill and gwyn met at the local workmens club that night for a pint and a game of cards or darts who ever fanciad them , as it turns out it was darts , a quiet drink and chat , mostly about the pit as usual .

There was a meeting about 9 pm to pay off something off the trip to london , for the band contest , every year the boys would have a weekend in london and go to tge brass band compitision at the albert hall hoping that one year a welsh band would win , but it was the likes of black dyke or manchester co op or brighthouse rosdick , was likely to win , but it was worth the trip to hear them .

They stoped at the same hotel every year the royal hotel in rustle squire .

Dai was to pay £5 this week , as he had won the tote dai could manage £3 but by the end of the year ,they would have the same as usual .

Enouth for beer and presants for the family and a good weekend from the valley .

They had a couple of pints then started home for theyer houses , dai and gwyn had lived in the same street all theyer lives ,nothing much had changed over the years .

The next day down the pit gwyn asked dai to help put choge sticks over the chock as the coal seam had gone higher , now that the fault had worked down the face like as they did , then a stone came down and coufe dai on the head he had a nasty gash ,and gwyn told him to go out and get it stiched as it was coming to the end of the shift , gwyn went out whith him jest in case something happened ,

They got up the pit and dai went down to the first aid room by the side of the bathes , and the first aid man joe , told him it was hospital for him , so he phoned for an ambulance and it soon arived to take him , gwyn went along as well but had bathed by the time , so he took charge of dai ,dai was still in his working clothes .

Down the hospital which was 9 miles down the valley in brigend casoty was quiet so he went strate in 5 stiches and a tetanus and home again , but gwyn had to help dai to shower , because of dais head was strapd up ,

Finally they got home and gwyn shouted to his wife and she joied him to take dai down the street .

Dais wife was putting dinner up when he walked in , and she droped the cup whitch she was holding at the site of dai bandaged up ,

What have you done boyo love ,she shouted and dai replighd ,gwyn got nasty whith me down the pit , whith that they all laughed , as the tustion got off the acedent

Well gwyn said to dai a few weeks off for you it is now , ah pat said the compo i gess , ill have to go down the surgury tonight for a paper

And so she did and give her pain killers and a paper for a fortnight ,so dai was on compo for a while .

Dai could play a good game of rugby , but that was out of the question on the saterday up the reck , he was given the job as tea boy in the pavilion whith the old boys the good supporters of bthe local rugby team , this week blaen was playing a team from over the valley nanty a local blood bath as they could say .and this it turned out to be , and gess who had a black eye and a kick in the leg you gessed gwyn .

They took him off and cleaned him up .thatwas the end of the rugby game for gwyn ,

What a sight to see dai bandaged up and gwyn whith his black eye and limping all the boys laughed when they walked in ,

Gwyn could not get out of bed the next day sunday as his leg had swollen up in bed , so the doc was called to see him he came after a cup of tea in the kitching whith gwyns wite he came into the bedroom and said to gwyn , you had to pick on the biggest buger from nanty didnt you , ah said gwyn he tell on me like a ton of bricks , the doc said you can not work like this so it was on the painkillers and a week off for gwyn ,

By tuseday of the following week dais bandage was so dirty looking he had to go to the pit for joe the first aid man to redress it and of course gwyn had to hobble up the pit whith him is

eye by now was black and yellow couler and he had a stick to help him , joe could not help laughing when they walked in .

Joe said what we have hear is the walking wounded , he redressed dais head and give cream for gwyn to put on his leg and off they went jest as they got by the pit head gates , the manager pulled up in his car and wound the window down .

Mr clark said to them you two look a fine mess what have you bean up to ,they told him and he had a good laugh and said between giggles at least you two are genuing and not putting it on like some of them .,

A couple of weeks later dai and gwyn were back at the coal face and by now the fault had worked its way down the face so the condisions were much better and easyer but as most times they were transfered to a heading on an other coal face to get it ready for another coal face , dai and gwyn had done this work before but after so long off headings it was a lot harder untill they got into the stride of things but this they done and got upto the harder work in no time .

By now the london trip was coming up and gwyn said to dai ,better book our rest daves for friday and monday soon for our trip ,yer said dai spiting between the backo jucis out ,i hope we can get them said dai ,gwyn said i will be takeing monday off anyway after what we drink in london plus the traveling , dai replighed i hope mr stoneham fills 16 punts a seat whith the boys this vear , gwyn said ,i dont see why not he has enouth he had enouth from the pub he wont miss it ,

Mr stoneham was the local landlord of the local pub , he aliso worked as a winder man up to the carn nights regular so he could run the pub as well but he always came on the trip whith the lads .

## PARTING SHOT DERICKS HARDEST JOB IN HIS 20 YEARS .

You may well ask which job underground , i think was the hardest , well the GI center road would take a lot of beating for hard work and sweat .

I shall describe it to you , and draw a digg on the page to show you roughly .

To start with it was a 14 foot heading on 18 inch wooden blocks the rippings were at least 5 foot thick it was called the centre road because it was in the middle of the GI plough face , at the time the GI was the first power loading face in the valley so it used three headings to make sure for safety .

Anyway the rippings would be firered and then had to be shoveled into packs each sides of the heading the packs where 7 yards long both sides to take all the rippings .

It would be a double shot of about 4 foot distance to put rings up , that is the distance the coal face would move every day to get its norm for the wages .

Four men each side of the heading to fill the packs each side then the two rings were put up .

After clearing all the muck and stones which belevé me was a great amount .

It was by far the hardest heading i ever worked on but it was not my regular place of work , but as i said was the hardest place i have been on to work .that was in the carn colliery .

## THE END OF DERICKS STORY .