

Chapter 4: Lady Victoria Colliery

Situated on the Lothian coalfield to the south of Edinburgh (see Figure 5.160 in the Gazetteer), Lady Victoria Colliery¹ is an outstanding example of a model colliery dating from the late 19th century when the Scottish coal industry was reaching its peak, both in terms of size and sophistication. It is also remarkable because, in the 110 years since it first began to produce coal, deep coal mining in Scotland has disappeared entirely, and the surface remains of all collieries have either been entirely erased, or have been radically altered to such an extent that they are no longer immediately recognisable as having been collieries. Almost all of Lady Victoria's surface arrangement survived relatively intact following closure in 1981 (see Figure 4.1), and as such the complex provides much information on the content and arrangement of a large colliery site as it evolved through the 20th century.

The creation of the colliery coincided with the birth of the Lothian Coal Company in 1890, which was formed by the amalgamation of the Marquess of Lothian's coal company and that of Archibald Hood, who had acquired Whitehill Colliery at nearby Rosewell in 1860. Hood, who brought with him expertise gained through his extensive work in South Wales,² immediately became the managing director of the new company, and the first major project was the development of the new colliery. At Rosewell, Hood had first shown his concern for the living conditions of the workforce, expanding the village with good-quality miners' rows with gardens, and assisting the formation of a local co-operative. These improvements were later repeated at Newtongrange on a substantial scale, where, like Rosewell, the village survives relatively intact.³

At Lady Victoria, one of the new project's principal aims was to exploit 'Parrot' and 'Splint' coals, both being much in the demand at the time. These were to be found in the 'Limestone Coal Group', which, in the Lothian coalfield, are often 400 metres below the shallower previously-worked 'Productive Coal Measures'. Contained within the strata there were 24 seams of coal with a thickness of over 32cm, but most were unworkable, only five being genuinely exploitable.

The colliery was named after Lady Victoria Alexandrina Montagu Scott, the wife of the chairman of the company (1890–1900), the 9th Marquess of Lothian. The site at Newtongrange was chosen because of its position in the coalfield basin, and its proximity to the existing pit at Lingerwood, which provided its statutory second shaft. On the surface, the site was immediately adjacent to the Edinburgh to Hawick Railway (opened in 1849), giving access to potential markets both in Edinburgh and the Lothians, but also in the Borders towns and their textile mills. It also permitted the import of materials vital to construction and developments both at the surface and underground. By the time the colliery was fully developed, it had many miles of railway sidings covering 17 hectares of land.

Underground, the site had the advantage of working to the rise in the strata, a situation which in effect involved driving roadways and following the coal seams on an upward gradient away from the pit bottom. The system used gravity to take the hutches full of coal down the slope to the bottom of the shaft (from where they were taken in cages to the surface), whilst also bringing the empty hutches back up at the same time using a common haulage rope looped round a



Figure 4.1: View of Lady Victoria Colliery, shortly after the cessation of mining in 1981. SC894658

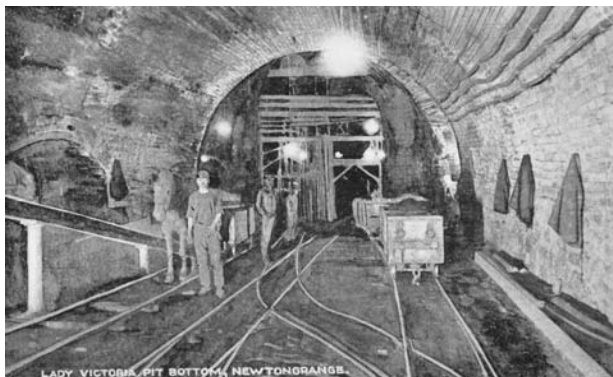


Figure 4.2: Lady Victoria Colliery, 1929. A postcard showing the pit bottom, suggesting that pit ponies were still in use at the time. SMM:1997.0909, SC382531



Figure 4.3: Lady Victoria Colliery, 27th March 1981. The last ton of coal to be mined at the colliery, which was said to have yielded over 39 million tons of coal in its lifetime. *Dalkeith Advertiser*, SC384780

pulley wheel with a brake to govern the speed. This saved a great deal of effort and capital when compared with 'working to the dip', which required underground haulage to take the coal to the pit bottom. The other principal saving was the need for only one shaft. By 1890, legislation dictated that collieries should have at least two shafts or mines to ensure means of escape and adequate ventilation.⁴ In this case, the plan was to link the new workings with those of Lingerwood, whose No. 1 (Dixon's) shaft became the upcast shaft for Lady Victoria.

The sinking of the shaft commenced in August 1890, continuing until Spring 1894, after which work commenced on the opening out of the pit bottom. It had been planned to have a shaft diameter of 5.5 metres but this was expanded to 6.09 metres, making it bigger than any other contemporary project in Scotland. Because of water continuously draining into the shaft, it was lined with tapered red brick progressively as the deepening process continued. Cast-iron water-catching rings (garlands) were installed at intervals of 54.86 metres to capture water, which was subsequently drained by steam pumps from a main catchment point at a depth of 244 metres. By September 1893, the shaft had reached a depth of 448 metres, the sinking progressing at a rate of between 1.5 and 2.7 metres per week. Sinking was finally completed at a depth of 501 metres, two men having been killed during the project.

The shaft was then equipped with ropes and two double-decked cages, each being designed to accommodate six hutches or 24 men on either deck. A large steam-powered winding engine supplied by steam from six Lancashire boilers was designed to lift a payload of 10 tons, but the actual total weight of a full cage in the pit bottom position was 18 tons, including rope, chains and full hutches. With the attachment of a balance rope to the floors of the cages, this was reduced to an effective payload of 10 tons. A complete wind from bottom to top of the shaft took 48 seconds, and the capacity of the winder was stated to be in excess of 1,200 tons per day. A double decking arrangement at the pithead and pit bottom allowed both the upper and lower decks of the cages to be loaded and unloaded simultaneously.

After the pit bottom became operational, roadways were driven to the Parrot and Splint seams. The Parrot was the first to be developed because of the growing demand for gas-producing cannel-type coal for gas works,⁵ and was called 'Parrot' because of the chirping noise it made when put on a fire as the gas escaped and was ignited by the fire. The Splint seams provided excellent steam and house coal which was robust, travelling well and producing little in the way of

dust and dross. In later years, the Kailblades, Smithy and Coronation seams were also worked, the colliery mostly producing steam and house coals, a substantial proportion of its output also continuing to go to the town gas industry.

In its second year of operation, 500 tons of parrot coal were being hauled up the shaft daily, and a year later the addition of splint coals raised the total to 600 tons. In the years that followed, the management were quick to modernise, introducing, for example, new designs of face support which helped to reduce the accident rate from rock falls to one fifth the Scottish average. In the 1920s, miners were provided with electric lamps in the dustier working areas of the pit where coal-cutting machinery was in use, but naked lights were still used elsewhere for many years. The original haulage roadways were constructed to be 3.05 metres wide and 2.59 metres high, but were enlarged to 3.66 by 3.05 metres after an increase in the size of the hutches. Underground endless-rope haulage was also introduced, replacing 120 ponies (see Figure 4.2).

Hood had experimented with early types of coal cutter at Whitehill Colliery in 1877, but these had been unpopular, especially because they created a lot of dust. At Lady Victoria, Mavor and Coulson bar-type cutters were successfully introduced in 1905, and were later replaced by chain-type cutters by the 1950s. These in turn were replaced in the 1960s by shearer loaders along with armoured conveyors. In 1947, the first full year of nationalisation, the colliery produced 340,000 tons, which was equivalent to 1,246 tons per day, rising to 2,000 tons per day by 1951. At its peak in 1953, the labour force reached 1,765 people, of whom 1,360 worked underground. By 1969, face mechanisation had led to a reduction in manpower to 1,247 men, and by 1979, to 895, greatly reducing the hard manual labour involved in extracting the coal. Two years later, on 27th March, 1981, the last ton was mined and the colliery closed after 87 years of operation, in which time almost 40 million tons of coal had been extracted (see Figure 4.3).

In subsequent years, although the underground workings were abandoned and the shaft was filled, Lady Victoria's surface buildings were saved from demolition, eventually becoming the Scottish Mining Museum. A key to its survival was the statutory protection provided by the Scheduling of the steam-winding engine, the entire colliery subsequently being Listed Category 'A' by Historic Scotland. The museum has since evolved, but much of the original fabric has survived. The layout of the colliery can be seen in Figure 4.5, an annotated photograph on which the principal elements of the surface arrangement have been

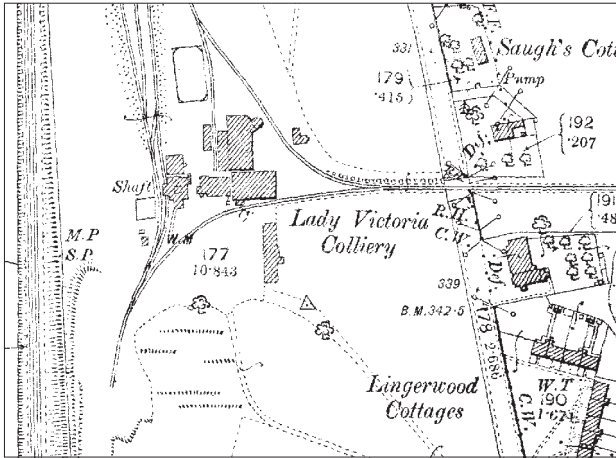
identified (in an anti-clockwise direction). An accompanying table (Table 1) provides a brief description of each component of the colliery, and with the assistance of Ordnance Survey maps (see Figure 4.4), it has been possible to date most elements of the surface arrangement. In addition to RCAHMS survey photographs, images from the museum's own collections have been used to illustrate various areas and processes, and are arranged in the same order as that in which they appear in Table 1.

When production first commenced in 1894, apart from the colliery's winding-engine house, boiler house and a small arrangement around the shaft itself, much of the colliery complex had yet to be developed (see Figures 4.4 and 4.33). For several years, therefore, coal was not washed, merely being sorted over screens and then dispatched by rail. By 1907, much of the current pithead had been constructed, the tub circuit and the picking tables being housed within steel-framed arcaded red-brick buildings, in the bottom of which ran railway sidings connected to the Waverley line (see Figures 4.8 to 4.15). Shortly afterwards (by 1914), the 'Old Power Station' (Figure 4.23) and the old 'Washer' (Figure 4.18) had been erected, the latter containing a 'bash-tank' coal preparation plant which operated until 1968, in combination with 'The Dredger' (Figure 4.30), a pitch-pine wooden structure at the north end of the colliery which treated dirty water from the washer, extracting coal dust which was later used to fuel the boilers. In the same period, the dross storage 'Hopper' (Figure 4.18) was built adjacent to the washer.

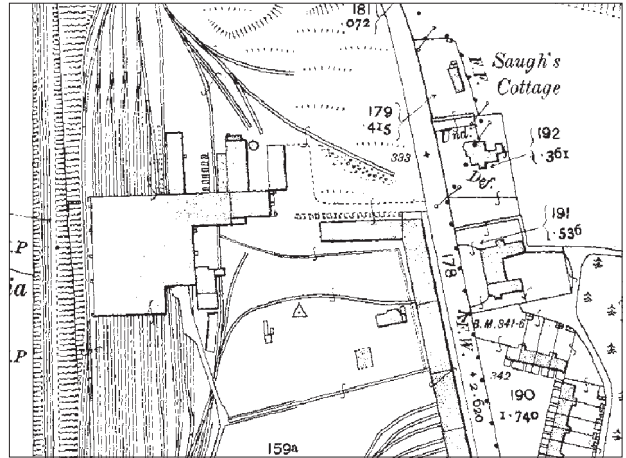
Between 1914 and 1932, the most important developments included the construction of the New Power Station in 1924 (Figure 4.24), and a of new Boilerhouse (Figure 4.29) which doubled the number of Lancashire boilers to 12 in order to provide extra steam for electricity generation. The colliery workshops were added in the 1950s (Figures 4.27 and 4.28), as were the pithead baths (Figure 4.25), canteen and Scientific Laboratory. These were situated on the opposite side of the road from the pithead, and were connected by an overhead reinforced-concrete walkway or 'Gantry' which allowed miners to cross the road in safety. The last major development to occur at the colliery was the installation of the 'Dense Medium Plant' in 1963-4, a modern coal washery which was situated at the southern end of the pithead (Figures 4.16 and 4.17). This was accompanied by the construction of the 'Fines Treatment Plant' and 'Thickener' at the north end of the complex (Figure 4.32), this facility eventually rendering the old 'Washer' and 'Dredger' redundant.

Since closure, only a small part of the colliery complex has been demolished. This includes the canteen

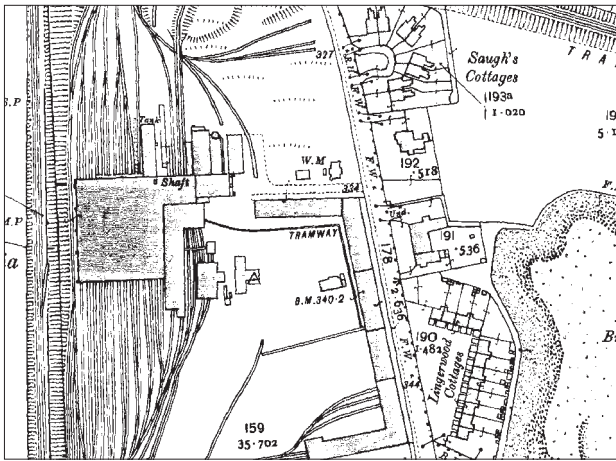
and baths, which were lost in the 1980s, and part of the adjacent Central Workshops in the 1990s. Much of the machinery in the old and new power stations had already been removed by the time museum status was secured, and so these buildings were subsequently converted for use as permanent exhibition space and for the museum's visitor facilities (see Figure 4.31). In 1994, The Scottish Mining Museum Trust purchased the colliery from Lothian Estates with the assistance of a loan from the National Memorial Heritage Fund, the loan being converted to a grant on completion of the restoration of the Old Washer building in 1998. From 1999, a highly successful development sponsored by the Heritage Lottery Fund and Historic Scotland has incorporated central parts of the pithead, including the mine tub circuit, which can now accommodate visitor access and has extensive interpretation facilities. Elsewhere, however, the picking tables, dense-medium plant, boilerhouse and fines-treatment plant all lie unused and await attention. Indeed, restoring, interpreting and maintaining these buildings in the future is one of the greatest challenges facing the museum.



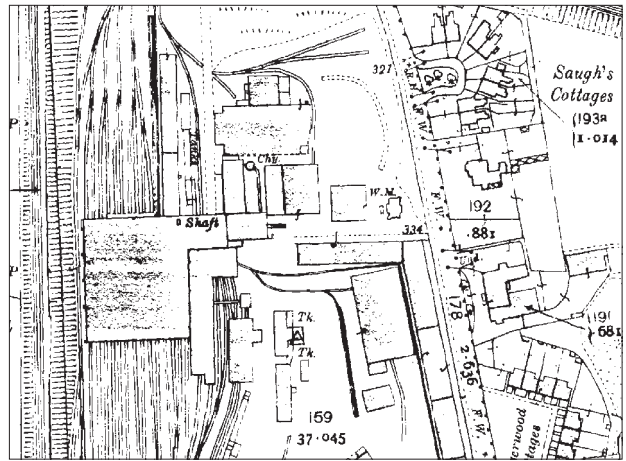
1894



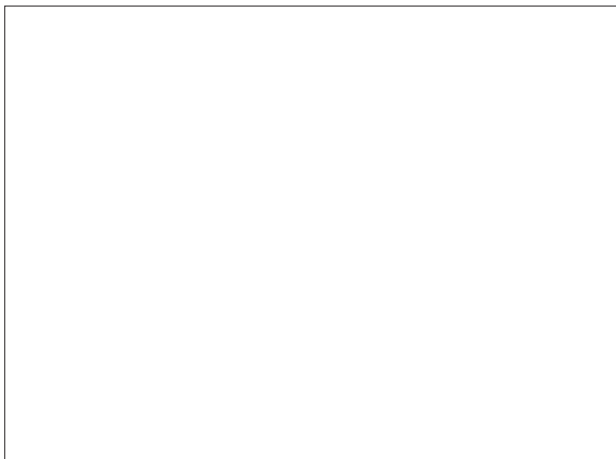
1907



1914



1932



2006

Figure 4.4: The evolution of Lady Victoria Colliery, as depicted on Ordnance Survey maps, (25 inch : 1 mile). Crown Copyright 2003, All rights reserved: RCAHMS GD GD03135G0011

Table 1:
The Principal Components of
Lady Victoria Colliery

(see Figures 4.4 and 4.5)

1 Headgear: 26 metres high, and constructed from fabricated mild steel by Sir William Arrol and Company of Glasgow in 1893, with two sheaves (or pulleys), each of 5.79 metres diameter (see Figure 4.6).

2 Shaft: sunk and simultaneously lined with brick during a four year period between 1890 and 1894 to a depth of 501 metres, and with a diameter of 6.09 metres (20 feet) which was at the time the largest circular shaft in Scotland. In addition to containing the two cages, this was the downcast shaft, air from the colliery being exhausted through an upcast shaft at neighbouring Lingerwood Colliery. After closure in 1981, the shaft was blocked, and all the mineworkings below are now inaccessible (see Figure 4.7).

3 Pithead: a mostly two storeyed complex of steel-framed buildings with red-brick walls (see Figure 4.9), which at ground level accommodate railway sidings (formerly connected to the mainline railway) separated by arched brick walls, between which railway wagons were filled with coal from above (see Figures 4.8, 4.9, 4.10). Much of this structure was built between 1894 and 1907. The upper level contains a circuit around which tubs or hutches of coal circulated, having been unloaded from split-level cages (see Figure 4.11). The circuit contains a weighing station, and tipplers which overturned the hutches, their contents being collected below on conveyors (see Figure 4.12). The circuit was designed to operate on a gentle slope to allow gravity to do much of the work, but a creeper (see Figure 4.13) took the hutches back to the shaft (see Figure 4.14). The original arrangement had double-decking at both the pit-head and the pit-bottom to permit simultaneous loading and unloading of both decks of each cage. Despite the reconstruction of the tub circuit in the 1960s and the reduction from double to single decking, the slight slope towards the winding engine house (to the east) can still be detected.

4 Picking Tables: accommodated at the upper level of the main pithead building's south-west end, and built partly between 1894 and 1907, and extended southwards by 1913, embracing the Dross Hopper. The most southerly portion was added after 1932. The tables were arrangements of slow moving conveyors from which lumps of stone and other waste were manually removed by teams of coal pickers (see Figure 4.15).

5 Dense Medium Plant: a form of 'washer' or wet coal-preparation plant added to the south end of the pithead buildings in 1963–4 (see Figures 4.16 and 4.17), and designed by Simonacco of Carlisle. It incorporated a washing process which used magnetite to raise the specific gravity of the 'waterfluid' in a large bath, permitting the separation of coal and stone. The magnetite was recovered and re-used using a magnetite recovery system.

6 Hopper: a tall brick-built building, the walls of which have battered buttresses between which concave reinforcing panels helped to contain the weight of large quantities of coal dross within. Map evidence suggests it was built between 1907 and 1914 (see Figure 4.18).

7 Old Washer: a brick-built rectangular-plan building, constructed between 1907 and 1914, containing a felspar washer, to which was added on its south gable (by 1932) a smaller brick building containing a 'rewasher' designed to treat dross from the washer. The machinery of the latter has been removed, but the washer itself was retained after it fell out of use in the mid-1960s, and was renovated by the museum in the late 1990s (see Figure 4.18 and 4.19).

8 Smithy: situated on the east side of the pithead, a brick-built gabled structure erected in 1910. It contained a blacksmith's hearth and associated metal-working equipment, but was stripped and converted in the late 1990s to accommodate an interactive-exhibition area (see Figure 4.20).

9 Winding-Engine House: a gabled single-storeyed and basement polychrome brick rectangular building built between 1890 and 1894 to accommodate a 2,400 horse-power steam winding engine built by Grant Ritchie and Company Limited of Kilmarnock, said to be the largest ever to be erected in Scotland. A fire in 1902 destroyed the timber lining, and the internal walls were subsequently covered with ceramic tiles, and the floors with chequer-plate steel. After closure and the filling of the shaft, the engine was converted into an exhibit, and is now operated by an electric motor instead of steam (Figure 4.21 and 4.22).

10 Old Power Station: from early on, pioneering mining technology, including electrical machinery, was used at the colliery. A gabled brick-built rectangular single storeyed building, the colliery's first power station was built between 1894 and 1907, and generated electricity using two 1,000 kW Curtiss steam turbines. These were later relegated to reserve status after the introduction of a new 5,000 kW generator. In the late 1990s, the building was converted to house visitor and conference facilities for the museum (see Figure 4.23).

11 New Power Station: a tall brick-built rectangular-plan gabled building built in 1924 to replace the old power station, and to provide more electricity as mechanisation intensified at the colliery, and in the other two pits in the Newbattle group. After the mine ceased to generate its own electricity and was connected to the National Grid, the building was converted to offices, and in the 1990s, was used to house a range of new permanent exhibitions (see Figures 4.23 and 4.24).

12 Central Workshops: built by the National Coal Board in 1957–8 to serve all the collieries in the Lothians region. Several workshop buildings were demolished in the late 1990s to make way for the new museum car park.

13 Gantry from pithead to the baths and canteen: a re-inforced concrete overhead walkway built in 1954 to the design of NCB Scottish Division architect Egon Riss. It provided covered access over the A7 trunk road from the baths and canteen, first to the lamproom (in the upper level of the 'New Power Station'), continuing on to the pithead (see Figure 4.24 and 4.25).

14 Lothian Coal Company Offices (out of picture): possibly built in 1873 originally as a school, a two-storeyed 'U'-plan rubble-built block, now occupied by the Scottish Mining Museum's administration, and its extensive library and archive (see Figure 4.26).

15 Baths (out of picture): a single-storeyed brick-built building constructed in 1953, containing showers and lockers for up to 3,020 miners, and situated at the far end of the overhead gantry. The baths were demolished in 1986 (see Figure 4.25).

16 Colliery Workshop: dating from the 1950s, a gabled brick building where the maintenance and repair of the colliery's machinery was carried out. Following the closure of the colliery, an extra floor was inserted and the building was converted to become the NCB's Newbattle Archive. It has since been rented out for document storage (see Figures 4.27 and 4.28).

17 Boiler House: built in 1924, the current building retains eight of its original 12 Lancashire boilers and associated economisers, and replaced an earlier boiler house (which contained six Lancashire boilers). They were bought from the Gretna munitions factory, which had ceased to operate at the end of World War I. Steam was

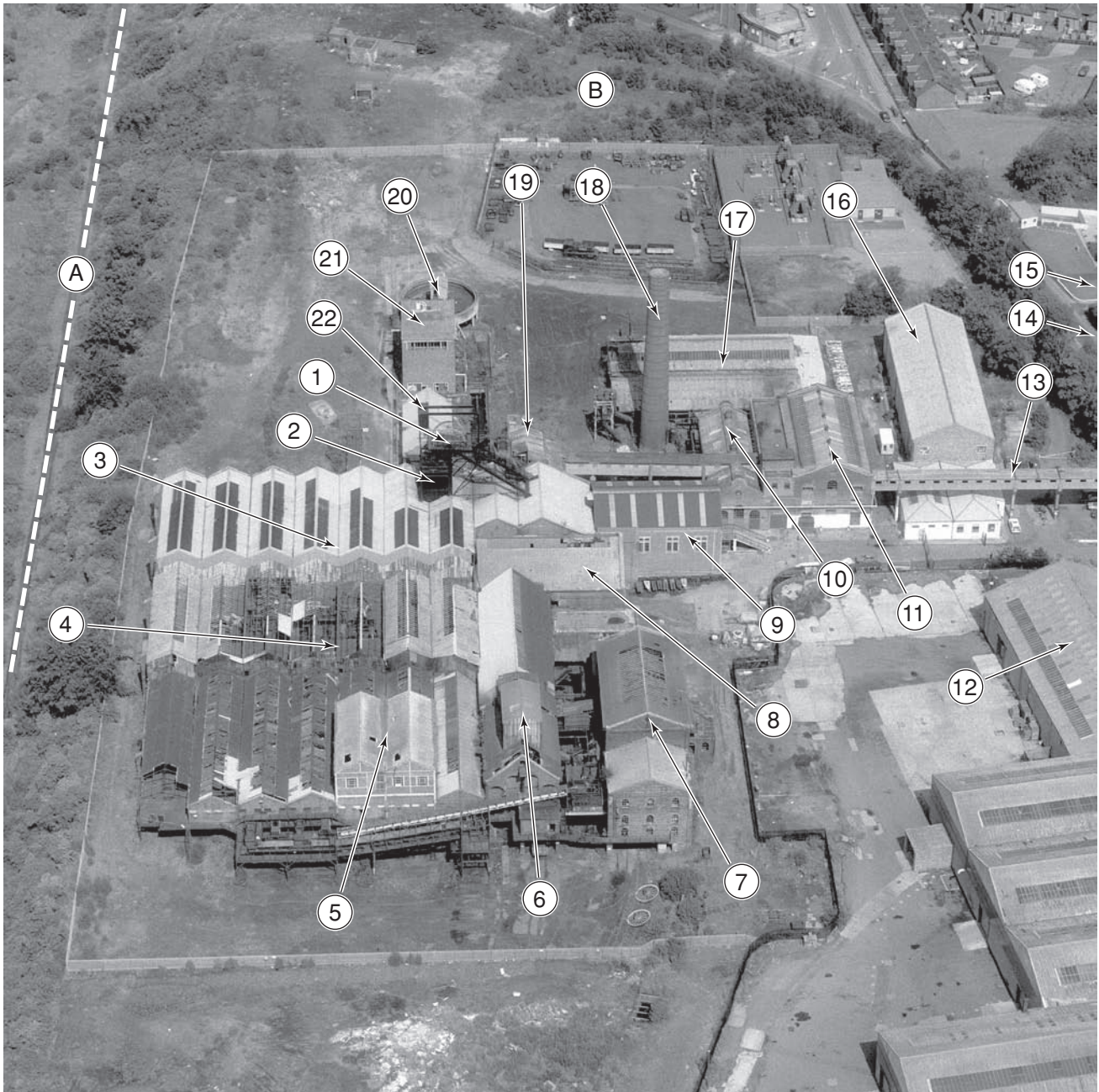


Figure 4.5: Lady Victoria Colliery: aerial view of the surface arrangement, highlighting the major components of the colliery.

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|----|----------------------|----|--|
| 1 | Headgear | 13 | Gantry |
| 2 | Shaft | 14 | Lothian Coal Company offices (out of view) |
| 3 | Pithead | 15 | Baths (out of view) |
| 4 | Picking tables | 16 | Colliery workshop |
| 5 | Dense medium plant | 17 | Boiler house |
| 6 | Hopper | 18 | Boiler-house chimney |
| 7 | Old washer | 19 | Dredger |
| 8 | Smithy | 20 | Thickener |
| 9 | Winding-engine house | 21 | Fines treatment plant |
| 10 | Old power station | 22 | Engine house and workshops |
| 11 | New power station | A | Waverley Line |
| 12 | Central workshops | B | Bing |

produced to power the adjacent steam-winding engine, to generate electricity, and to provide heat and process steam in various parts of the colliery complex. The boilers remained in operation until the closure of the colliery in 1981, and used coal dust retrieved from the 'Dredger' and 'Fines Treatment Plant' (see Figure 4.29).

18 Boiler-house Chimney: a circular-section brick stack, 1.6 metre diameter at its base, connected by a long brick-built flue to the boiler house, originally 46 metres high, but now reduced to 33 metres having been shortened on two occasions for safety reasons. This appears to be the same chimney as that built for the original boiler house, and probably therefore dates back to the establishment of the colliery between 1890 and 1894 (see Figure 4.21).

19 Dredger: a wooden pitch-pine structure within which dirty water from the 'Old Washer' was treated, bucket elevators extracting coal dust from the bottom of a settling tank. Also dating from between 1907 and 1914, it supplied coal dust for use in the colliery's boilers, but ceased to operate in the mid-1960s not long after the installation of the 'Dense Medium Plant' and the new 'Fines Treatment Plant' (see Figure 4.30).

20 Thickener: built in the mid-1960s, a circular concrete settling pond within which coal dust from the adjacent 'Fines Treatment Plant' was collected before being burned in the colliery's boilers (see Figure 4.32).

21 Fines Treatment Plant: built in 1963–4 on the north side of the colliery, it comprises a tall rectangular brick-clad structure within which dirty water from the 'Dense Medium Plant' was washed (see Figure 4.32). It operated in conjunction with the Thickener, waste material being taken away by overhead conveyor to the colliery's bing.

22 Engine Houses and Workshops: a partially truncated brick-built single-storeyed, gabled range situated on the north side of the pithead, and thought originally to have housed the winding engine used to sink the shaft in the early 1890s. It later housed an electric engine used to drive continuous-rope underground haulage (see Figure 4.6).

A – Waverley Line: the Edinburgh to Hawick Railway which was opened by the North British Railway in 1849, and was a vital means by which materials were brought in for the development of the colliery. Once production commenced, the railway provided efficient access to Edinburgh and Leith docks, to the Borders mill towns, and as the electricity market began to dominate, to some of Scotland's power stations. Wagons were taken into sidings passing under the pithead buildings where they were filled with coal from above (see Figure 4.10). The railway was closed during the Beeching cuts in 1969.

B – Bing: the spoil heap of the colliery. This has been much reduced because of spontaneous combustion problems which caused noxious fires. Although they provided the museum and village with an authentic odour, they were considered to be an environmental hazard, and the fires were extinguished and much of the spoil removed in the late 1990s.



Figure 4.6: Lady Victoria Colliery, 1988. View from north west showing headgear, part of the north side of the pithead complex, and to the left, the old engine house originally used to house the temporary winding engine during the sinking of the shaft in the early 1890s. SC758215

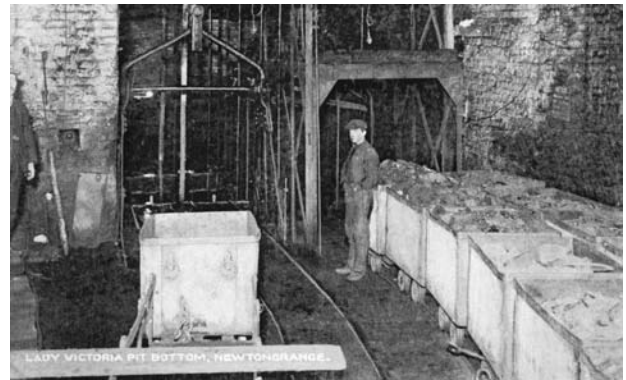


Figure 4.7: Lady Victoria Colliery, c.1920. View at the pit bottom showing hutches ready to be loaded into the cages. SMM:1997.0876, SC382546



Figure 4.8: Lady Victoria Colliery, 1999. View beneath the picking tables showing the arcades of brick arches separating the railway sidings which passed under the colliery. SC894274

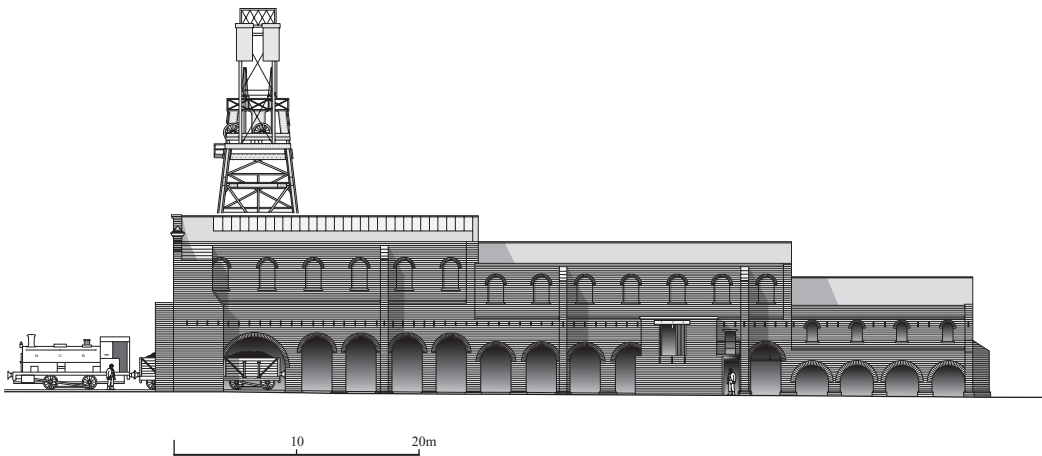
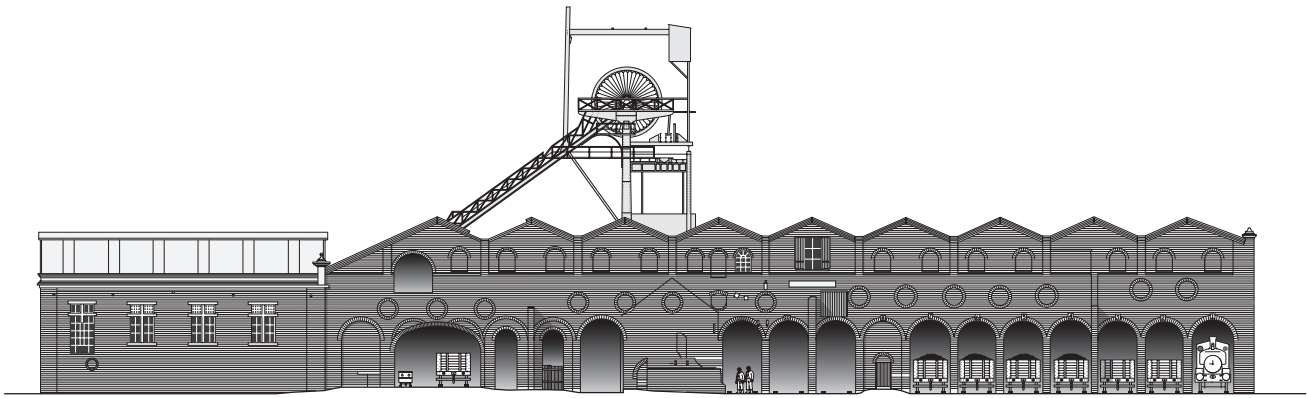


Figure 4.9 Lady Victoria Colliery, 2000: the north (top) and west (bottom) elevations of the main pithead building, including the headframe.



Figure 4.10: Lady Victoria Colliery, 1964. View of coal discharging into railway wagons beneath the picking tables. SMM:1998.0397(xiii), SC384759

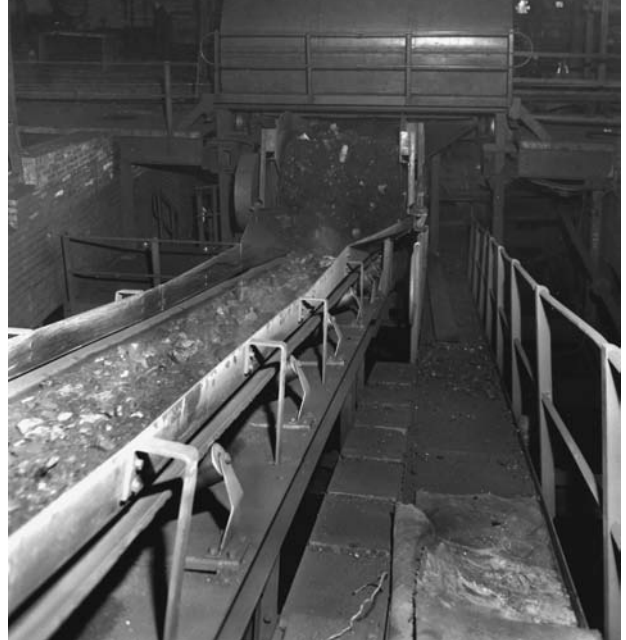


Figure 4.12: Lady Victoria Colliery, 1963. Interior view of conveyor from pit-head tippler, which can be seen in the background. SMM:1998.0397(iii), SC384754

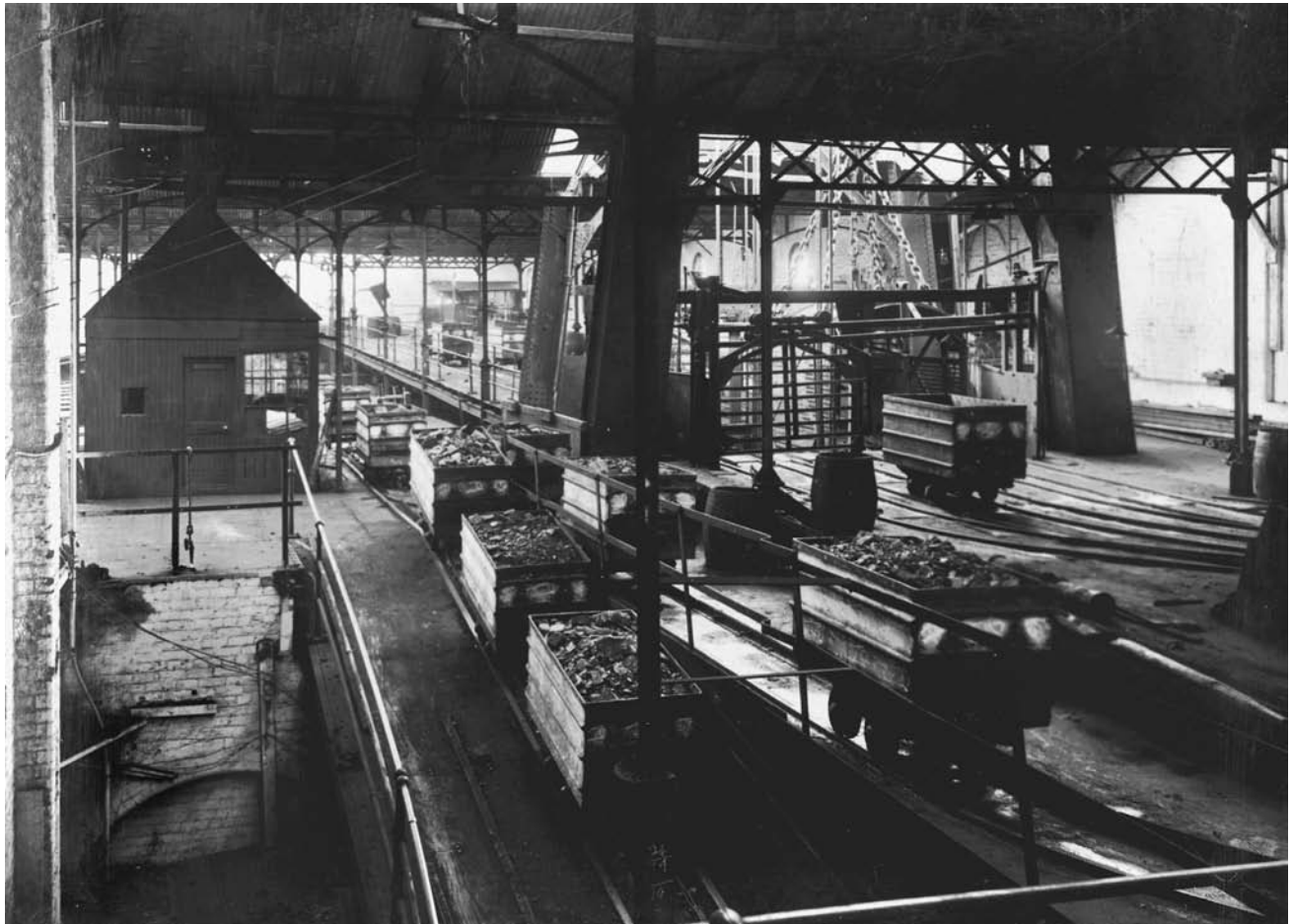


Figure 4.11: Lady Victoria Colliery, 1924. View showing the pithead, including the tub circuit and the top of the shaft. SMM:1998.0601.4, SC384784



Figure 4.13: Lady Victoria Colliery. View of the 'creeper', which, after gravity had taken the tubs (or hutches) to bottom of the tub circuit, brought them back up to its summit at the pithead. SMM:1997.0893, SC382550



Figure 4.14: Lady Victoria Colliery, c.1981. View of the tub circuit and banksman's cabin, situated close to the top of the shaft, from where operations at the pithead were controlled. SMM:1997.0548, SC382549



Figure 4.15: Lady Victoria Colliery, 1951. View looking down onto one of the picking tables. Sodium lighting was installed by the General Electric Company Limited in the 1950s because it made the coal glisten, in sharp contrast to the dull surface of the waste and dirt. SMM:1996.0861, SC384753



Figure 4.16: Lady Victoria Colliery, 1998. View of the south end of the colliery, showing the Dense Medium Plant (centre), which was constructed in 1963-4. SC894661



Figure 4.17: Lady Victoria Colliery, 1999. View inside the Dense Medium Plant, showing the bottom of the agitating vessels. SC894660



Figure 4.18: Lady Victoria Colliery, 1993. View of the south-east end of the colliery showing the cross Hopper (left) and the Old Washer (right). SC894265



Figure 4.21: Lady Victoria Colliery, 1991. View of the Winding Engine House (left) and Old Power Station (right), with the boilerhouse chimney beyond. SC894659

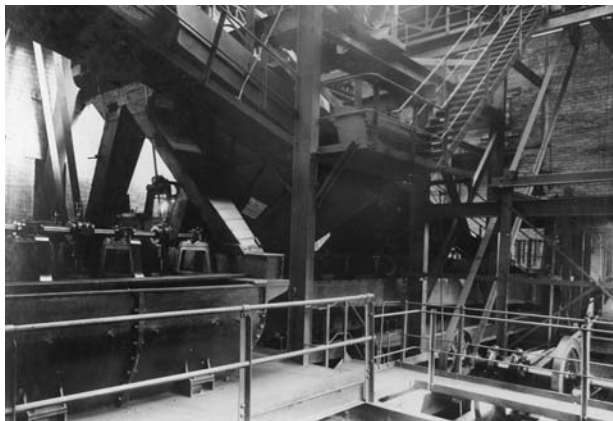


Figure 4.19: Lady Victoria Colliery, 1924. View within the Old Washer. SMM:1998.0601.7, SC384786

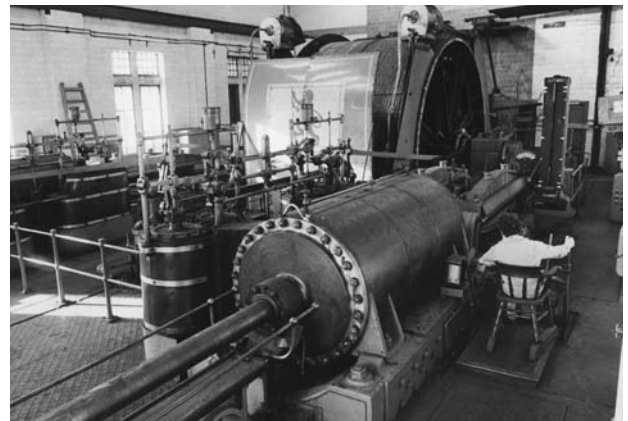


Figure 4.22: Lady Victoria Colliery. View of the steam-powered winding engine, which was built by Grant Ritchie and Company Limited of Kilmarnock. SMM:1997.918, SC382554



Figure 4.20: Lady Victoria Colliery, 1998. View from south east of the Smithy, prior to the conversion of its upper floor to an interactive exhibition area. SC894271



Figure 4.23: Lady Victoria Colliery, 1991. View showing the Old Power Station (left) and the New Power Station (right), before their conversion to house museum exhibits and visitor facilities. SC894272



Figure 4.24: Lady Victoria Colliery, 1991. The New Power Station, before its conversion to house new museum exhibition areas and visitor facilities. The gantry to the baths can also be seen (top right). SC894669



Figure 4.27: Lady Victoria Colliery, 1998. View of the former Colliery Workshops, converted into an archive centre for the NCB's Scottish Division, and later rented out to external users. SC894667

Figure 4.25: Lady Victoria Colliery, 1955. The pithead baths, which were situated on the opposite side of the main road (the A7 from Edinburgh to Carlisle). They, and the gantry connecting them to the pithead, were completed in 1954. The baths were demolished shortly after the closure of the colliery in the mid-1980s, but the gantry has survived. SMM:1998.0395, SC384761



Figure 4.26: Lady Victoria Colliery, 1998. The former offices of the Lothian Coal Co. Separated from the pithead by the A7 trunk road (from Edinburgh to Carlisle), and used latterly as the offices of the Scottish Mining Museum. The building also houses the museum's excellent library and archive. SC894269



Figure 4.28: Lady Victoria Colliery, 1924. Interior view of the Colliery Workshop, prior to its conversion to an archive centre for the NCB's Scottish Division. SMM:1998.0601.12, SC384790

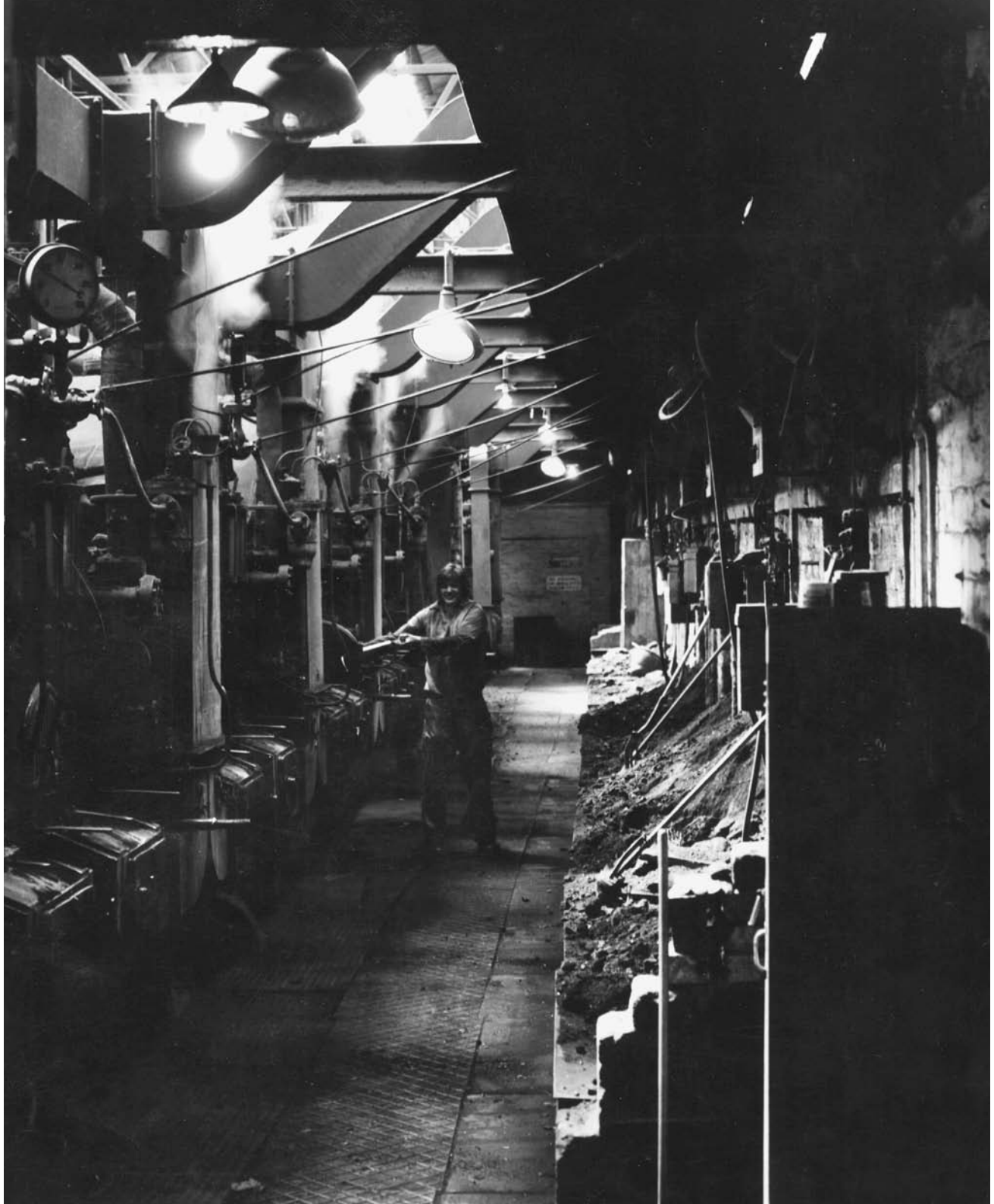


Figure 4.29: Lady Victoria Colliery, c.1970. Interior view of the Boiler House, which at its peak contained 12 Lancashire boilers producing steam to power the steam-winding engine, the power stations' generators, and for a variety of other uses in the colliery

complex. The boilers burned dross retrieved by the 'Dredger' from waste water emanating from the 'Washer', and later from the 'Fines Treatment Plant'. SMM:1997.0888, SC382558



Figure 4.30: Lady Victoria Colliery, 1988. View of the 'Dredger', situated between the boilerhouse chimney (left) and the headgear (right). Its function was to extract by means of a bucket elevator coal dross at the bottom of a settling tank containing water from the old Washer, the dross being used to fuel the boilers in the adjacent Boiler house. SC894668



Figure 4.32: Lady Victoria Colliery, c.1965. View of the Fines Treatment Plant and Thickener, the construction of which in 1963-4 coincided with the installation of the Dense Medium Plant at the south end of the colliery. SMM:1996.0666, SC384760



Figure 4.33: Lady Victoria Colliery, c.1895. This view shows the pithead shortly after the colliery came into production, and before the addition of other buildings around the pithead, including the Old Power Station. SMM:1997.0980, SC382551



Figure 4.31: Lady Victoria Colliery, 1999. View of the pithead in 1999 after the completion of a £5 million renovation and redevelopment programme by the Scottish Mining Museum. SC894268

Endnotes

1 Much of the information included in this chapter has been collated by staff and volunteers at the Scottish Mining Museum, whose library and archives contain records and information relating to this and many other collieries in Scotland.

2 see Blyth, A (1994), *From Rosewell to the Rhondda: The Story of Archibald Hood, A Great Scots Mining Engineer*, Midlothian District Library Service, Loanhead

3 In addition to Newtongrange and Rosewell, one of the finest surviving model mining villages in Scotland is Coaltown of Wemyss in Fife.

4 Following the aftermath of the Hartley Colliery disaster in Northumberland in 1862 when 220 miners perished underground after being trapped by the collapse of the colliery's only shaft, the Coal Mines Act of 1872 stated that no person should be employed underground in a mine unless there were at least two shafts in communication with each seam being worked, providing separate potential means for both escape and the entry of rescue teams.

5 Gas from the Parrot coal burned with a bright flame, and was therefore particularly well suited for gas lighting.