



THE UNIVERSITY  
OF BIRMINGHAM

**Himley Quarry, Stallings Lane,  
Kingswinford, West Midlands**

**Archaeological Field Survey**

**2000**

Birmingham University Field Archaeology Unit  
**Project No. 680.1**  
March 2000

**Himley Quarry, Stallings Lane, Kingswinford, West Midlands**  
**Archaeological Field Survey**

by  
CHRIS HEWITSON

*For further information please contact:*  
Simon Butaux, Iain Ferris or Gwilym Hughes (Directors)  
Birmingham University Field Archaeology Unit  
The University of Birmingham  
Edgbaston  
Birmingham B15 2TT  
Tel: 0121 414 5513  
Fax: 0121 414 5516  
E-Mail: BUFAU@bham.ac.uk  
Web Address: <http://www.bufau.bham.ac.uk>

**Himley Quarry, Stallings Lane, Kingswinford, West Midlands  
Archaeological Field Survey**

**CONTENTS**

<b>Summary</b>	2
<b>1.0 Introduction</b>	2
<b>2.0 Site Location</b>	2
<b>3.0 Objectives</b>	2
<b>4.0 Method</b>	3
<b>5.0 Geology and Topography</b>	3
<b>6.0 Field Survey</b>	3
6.1 Risk Assessment	4
6.2 Survey of the Standing Structures	4
6.3 Walk-Over Survey	6
<b>7.0 Conclusions</b>	6
<b>8.0 Acknowledgements</b>	7
<b>9.0 References</b>	7

**FIGURES**

- Figure 1:** Location  
**Figure 2:** Himley Quarry Area  
**Figure 3:** Field Study Area  
**Figure 4:** Plan of the Engine House Complex  
**Figure 5a:** South-West Elevation of the Engine House  
**Figure 5b:** South-East Elevation of the Engine House  
**Figure 6a:** North-East Elevation of the Engine House  
**Figure 6b:** North-East to South-West Profile of the Engine House  
**Figure 7a:** North-East Elevation of the Chimney  
**Figure 7b:** South-West Elevation of the Chimney

**PLATES**

- Plate 1:** View from Stallings Lane  
**Plate 2:** South West Elevation of the Engine House  
**Plate 3:** South-East Elevation of the Engine House  
**Plate 4:** North-East Elevation of the Engine House  
**Plate 5:** Chimney  
**Plate 6:** Detail of Chimney Flue

## **Himley Quarry, Stallings Lane, Kingswinford, West Midlands Archaeological Field Survey**

### **Summary**

*The archaeological field survey was carried out in advance of the removal of vegetation and demolition of archaeological features on the site of Himley Quarry. The work was carried out prior to mineral extraction and reclamation. The field survey concerned Pit No.18 of Shut End Colliery (NGR SO 8938 9010) and comprised detailed recording of the standing structures, including scaled elevations and plans and a photographic survey of interior and exterior elevations. The remainder of the site was inspected by means of a walk-over survey detailing any further locales of possible remnant structures and artefacts within the site limits. The level of field survey had been reduced from that outlined in the written scheme of investigation, due to the low safety levels and poor accessibility of the site.*

### **1.0 Introduction**

This field survey report has been prepared on behalf of Cory Environmental by Birmingham University Field Archaeology Unit (BUFAU) prior to the granting of mineral extraction and reclamation rights at Himley Quarry by Dudley Metropolitan Borough Council. The field survey focused on the historical development of the former Shut End Colliery (NGR SO 8938 9010) and of Himley Quarry. The survey adhered to the guidelines set down in the *Standard and Guidance for Archaeological Evaluations* (Institute of Field Archaeologists 1999), and the *Written Scheme of Investigation* (Mould 2000a) approved by Dudley Metropolitan Borough Council.

### **2.0 Site Location**

The site is located in Kingswinford, to the west of Dudley, and close to the West Midlands - Staffordshire border (Fig. 1). The site of Shut End Colliery Pit No.18 is located within the south-western corner of an existing quarry, north of Stallings Lane in a wooded area (Fig. 2). The quarry itself is bordered by Stallings Lane to the south, factory and depot buildings fronting onto Ham Lane to the west and by Oak Lane to the north and east (Plate 1).

### **3.0 Objectives**

The objectives of the field survey were to record the location, extent, date, character, condition, significance and quality of the surviving archaeological features and to identify requirements for a subsequent watching brief as defined by the archaeological desk-based assessment (Watt 2000).

## 4.0 Method

Interior and exterior photographs were taken of the buildings and exterior photographs of the mineshafts and chimney. The features were photographed in detail and the photographs were scaled to allow possible future computerisation/rectification (this did not form part of the present work). Location photographs were taken. Monochrome print and colour slide film was used. The photograph locations were recorded on pro-forma sheets which are stored with the photographs in the site archives, currently located at the Birmingham University Field Archaeology Unit.

A measured survey of the archaeological features was carried out. The use of an EDM survey as outlined in the written scheme of investigation was deemed infeasible by the risk assessment (Mould 2000b) due to the nature of the deep undergrowth. More detailed plans and elevations of the standing remains were prepared showing the level of survival. A walkover survey of the site was undertaken to recover any surface artefacts and establish the location of further archaeological remains. Their location was plotted onto base plans of the site. However, the absence of an EDM survey resulted in some inaccuracy.

The survey followed the requirements set down in the *Standard and Guidance for Archaeological Evaluations* (Institute of Field Archaeologists 1994).

## 5.0 Geology and Topography

Dudley lies along a seven mile long ridge, which runs south-east from Wolverhampton to Frankley. The South Staffordshire coalfield runs for about fifteen miles in an approximately north-south direction, decreasing in width from eight miles in the north to five miles in the south. The Western Boundary Fault borders it on the west. The greatest characteristic of the coalfield was the presence of about thirteen seams of coal lying so close together that they more-or-less formed one single bed of coal. This was known as the Thick Coal or the Ten Yard Seam. After the Thick Coal there were eight other coal seams interspersed with seams of clay and ironstone, then a layer of fire clay. Limestone is also abundant in the area, particularly along the ridge, where much has been quarried out.

## 6.0 Field Survey

The Conservation Officer for Dudley Metropolitan Borough Council identified five features of archaeological interest within the site: two mineshafts, two engine houses and one chimney. All of these features are associated with the former Shun End Colliery. The Black Country Sites and Monuments Record (SMR) listed three sites within the area: a Stables (WM 2030), the north-west shaft (WM 2031), and a Winding Engine House (WM 2033). The drawing of the colliery (Fig. 2) shows two Engine Houses, but it is probable that the most northerly of the two is the Stables identified by the SMR. Both mineshafts are also denoted. Reference to the 1919

Ordnance Survey Map reveals the colliery at its fullest extent. Remains of a further five structures (structures A-F) and the mineral railway may have existed (Fig. 3).

The field survey of the site was undertaken on 8<sup>th</sup> and 9<sup>th</sup> March 2000.

### ***6.1 Risk Assessment***

On approach to the site, it was noted that the edge of the wooded area was not fenced-off from the steep drop into the quarry. The ground level on the site was extremely uneven and the whole area was very overgrown with ivy and other vegetation. Any instrument survey would be impossible. Visibility through the foliage was only about 2m, making it impossible to tie-in surveying with any surrounding points.

The Engine House was not considered safe enough for full interior photographs to be taken. The south-east and south-west elevations were not considered safe and there was partial collapse at the north-west end of the building.

Taking all these points into consideration it was concluded that instrument survey of the buildings and the surrounding area was not possible at this stage. A full photographic survey was undertaken. A walk-over survey was carried out to note any other significant structural features.

### ***6.2 Survey of the Standing Structures***

The **Winding Engine House** (WM SMR 2033, Fig. 4) has only three elevations remaining, the north-west elevation having gone. The building is of a single storey and is constructed of red clamped brick in the English Garden Wall bond. It has no roof. The south-western elevation (Fig. 5a, Plate 2) was originally of three bays, each of a semi-circular arched windows (1.1m wide by 1.6m high), with a header of two-course, un-cut bricks. Degradation of the brickwork on the south-west elevation was noted towards the northern end where the remains of the third arched window only partially survived. This relates to the collapse of the north-west elevation, which presumably resulted in the partial collapse of this wall. The southern-most of the windows has likewise seen degradation due its partial collapse. Waste material has been piled against the northern end altering the ground level so it slopes from north to south.

The south-east elevation (Fig. 5b, Plate 3) is the tallest elevation as the ground level is lowest here. It has two semi-circular arched windows, common in form to those noted above, and set high in the wall. Two small later cut holes are located between the windows.

The north-east elevation (Fig. 6a, Plate 4) like its opposite was originally of three bays, however only one arched window and one rectangular window now remain. The remainder of the elevation has been demolished at the north-west end, including the most northerly window. The form of the windows was identical to those described above in full. The rectangular window appears to have replaced an earlier semi-circular arched window. The 1919 Ordnance Survey Map reveals a small structure at

this corner, and this may represent a possible alteration to the building plan (Fig. 3). One possibility is this was a stairwell to the raised level of the engine house.

The north-west elevation has entirely collapsed. The material from its construction may relate to the mound that spreads further to the north. As no entrance to the structure is located in the previous elevations, it is probable it was located in this elevation. The reason for this elevation's demise may relate to the entrance being a larger double-width doorway, making the elevation structurally weak. However, this is a hypothetical conclusion.

The ground plan of the building is still visible (Fig. 4). The interior is sunken in comparison with the surrounding levels (Fig. 6b). Three brick walls sunk down within the footprint, and running the length of the building were noted; these were presumably the engine plinths. In the north-west corner of the building, an entrance slopes down to the sunken levels of the interior.

The **chimney or boiler stack** (Fig. 7a, Plate 5) is well-preserved and survives to its full height of c.18m, tapering from 2.45m (8 feet) square at its base. It is constructed from a mixture of red clamped bricks and blue engineering bricks, in the English Garden Wall bond. The size, age and bond of the bricks suggest the structure was contemporary with the engine house. The north-east elevation has a semi-circular arched flue hole at the base of the chimney (Plate 6), around which is decorative two-course, cut brickwork. The reverse elevation (Fig. 7b) has a small, segmental-arched opening, for the removal of ash and coke. There are two over-sailed brickwork strings seen at higher levels of the chimney.

To the south-east of the engine house and in front of the flue of the chimney, is a series of **three parallel brick plinths**, approximately 6m in length and 1.5-2m wide (Fig. 4). They appear to relate to the engine house, and lead to the flue entrance, suggesting that machinery which related the two structures was located here. The 1919 Ordnance Survey Map shows a structure (**Structure A**, Figs. 3 and 4) between the chimney and engine house that relates in plan to these brick plinths and is directly associated with the chimney flue. However, this structure would have obscured the two openings in the south-east wall of the engine house, and there is little evidence they were blocked-in. Two possible explanations exist. One, this structure was later than the adjacent chimney and engine house. This can be discounted because the engine house and chimney are of identical build, and the structure between them clearly relates one to the other. Therefore, a contemporary build of the complex would seem more likely, with the connecting structure a low building which did not obscure the windows.

The two remaining **mineshfts** detailed in the SMR entries were located c.20-25m to the north of the engine house (fig. 3). Both mineshfts heads were heavily overgrown. The southern shaft denoted as **Shaft 1**, was c.2.3m in diameter. It was constructed in clamped brick, and filled with loose rubble and soil with a single metal shaft extending vertically upwards, leaving a remaining depth of c.1m. The second shaft, **Shaft 2** was located c.8-10m to the north. Its diameter was c.2.2m, with it being filled with loose rubble leaving a depth of c.0.4m. It was constructed in machine-cut engineering bricks and was of later construction than Shaft 1. A low remnant of rectangular plan wall was located adjacent and to the east of the shaft.

The remains of the **Stables** mentioned in the SMR reference have entirely been demolished. They are located directly adjacent to the quarry edge (Fig. 3), which appears to be located further east than denoted on the quarry map (Fig. 2). All that remains is a moss-covered rubble spread, c.20m in length north - south and c.10m wide east - west. It survives to a height of c.0.5m in the north-west corner. Clearly the stables had been levelled some time ago. The size of the spread suggests it may be a combination of the demolition of the two buildings (the **Stables** and **Structure B**, Fig. 3) visible in this locale on the 1919 Ordnance Survey Map.

### **6.3 Walk-Over Survey**

The walk-over survey revealed the remains of part of **Structure C** (Fig. 3) located c.30m north-west of Shaft 2, 10-15m from the quarry edge. It was represented by a roughly circular rubble spread c.3m in diameter, with a metal rod sticking out. A single three-course wide wall, four courses high survived to the east. Clearly this cannot represent the structure in its entirety and further remains must exist below ground.

The remains of **Structures D and E** (Fig. 3) were not located by the walk-over survey. Likewise, the remains of the **mineral railway** (Fig. 3) were not revealed. However, the area of land to the south-east of the engine house complex was clearly raised above that which sloped away to the road. This may represent the remains of an embankment, which has been subsequently obscured by the deposition of mining spoil.

The survey revealed a landscape of mining spoil deposition. The surrounding landscape covered an area of rapidly varying elevation and topography which, overall, sloped gently towards the road. It was formed by deserted spoil heaps, which have subsequently become wooded and overgrown. The area adjacent to the south-west of the engine house and chimney complex revealed slag deposits, presumably remnants of the working which occurred within the complex.

## **7.0 Conclusions**

From the documentary and cartographic evidence, it would appear that Shut End Colliery was operational between c.1825 and c.1947. However, Pit No.18 had a shorter life, falling into disuse at some time between 1919 and 1937. Any below ground archaeology may represent the remains of earlier structures shown on the Ordnance Survey maps and the possible remnants of the railway which led out of the south-east corner of the site.

The field survey confirmed the desk-top assessments' conclusion that the Engine House is in a poor state of repair. The remains of the three elevations and plans revealed a building originally of three bays on the long elevations, two bays on the south-east elevation, with the entrance probably located to the north-west. The interior plan suggested the location of the engine in the form of three brick plinths,

raised above the sunken floor level. The chimney was, however, well preserved. Between the two structures were a further three plinths, the orientation of which suggested the location of a further structure, Structure A. The cartographic evidence suggested it was built between 1903 and 1919.

The remains of two mineshafts were located to the north of these structures in a line running approximately north to south. The stables had been entirely demolished and survived only as a rubble spread, which may have included remains of Structure B. Remnants to the north-west of the mineshafts revealed a small rubble spread, presumed to be the remains of Structure C, the remainder surviving as below-ground archaeological deposits. The remains of Structure D, Structure E and the mineral railway were not located. Otherwise, the walk-over survey revealed a landscape dominated by the remnants of the mine-working associated with the vicinity of Pit No. 18.

## **8.0 Acknowledgements**

Cory Environmental sponsored the project. We are grateful to Anne Dugdale and Paul Millard for their assistance. This report was written by Chris Hewitson and edited by Catharine Mould. John Halsted prepared the figures and Chris Hewitson prepared the plates. Chris Hewitson and John Hovey carried out the field survey.

## **9.0 References**

- Institute of Field Archaeologists. 1999. 'Standard and Guidance for Archaeological Field Evaluations' in *By-Laws, Standards and Policy Statements of the Institute of Field Archaeologists*.
- Mould, C. 2000a *Himley Quarry: a Written Scheme of Investigation*, BUFAU Report.
- Mould, C. 2000b *Himley Quarry: a Risk Assessment*, BUFAU Document 10.
- Watt, S. 2000 *Himley Quarry, Stallings Lane, Kingswinford, West Midlands: An Archaeological Desk-Based Assessment*. BUFAU Report No. 680.

## **Maps**

Ordnance Survey:

1882	25"	67/14
1903	25"	67/14
1919	25"	67/14
1937	25"	67/14

## FIGURES

**Figure 1: Location**

**Figure 2: Himley Quarry Area**

**Figure 3: Field Study Area**

**Figure 4: Plan of the Engine House Complex**

**Figure 5a: South-West Elevation of the Engine House**

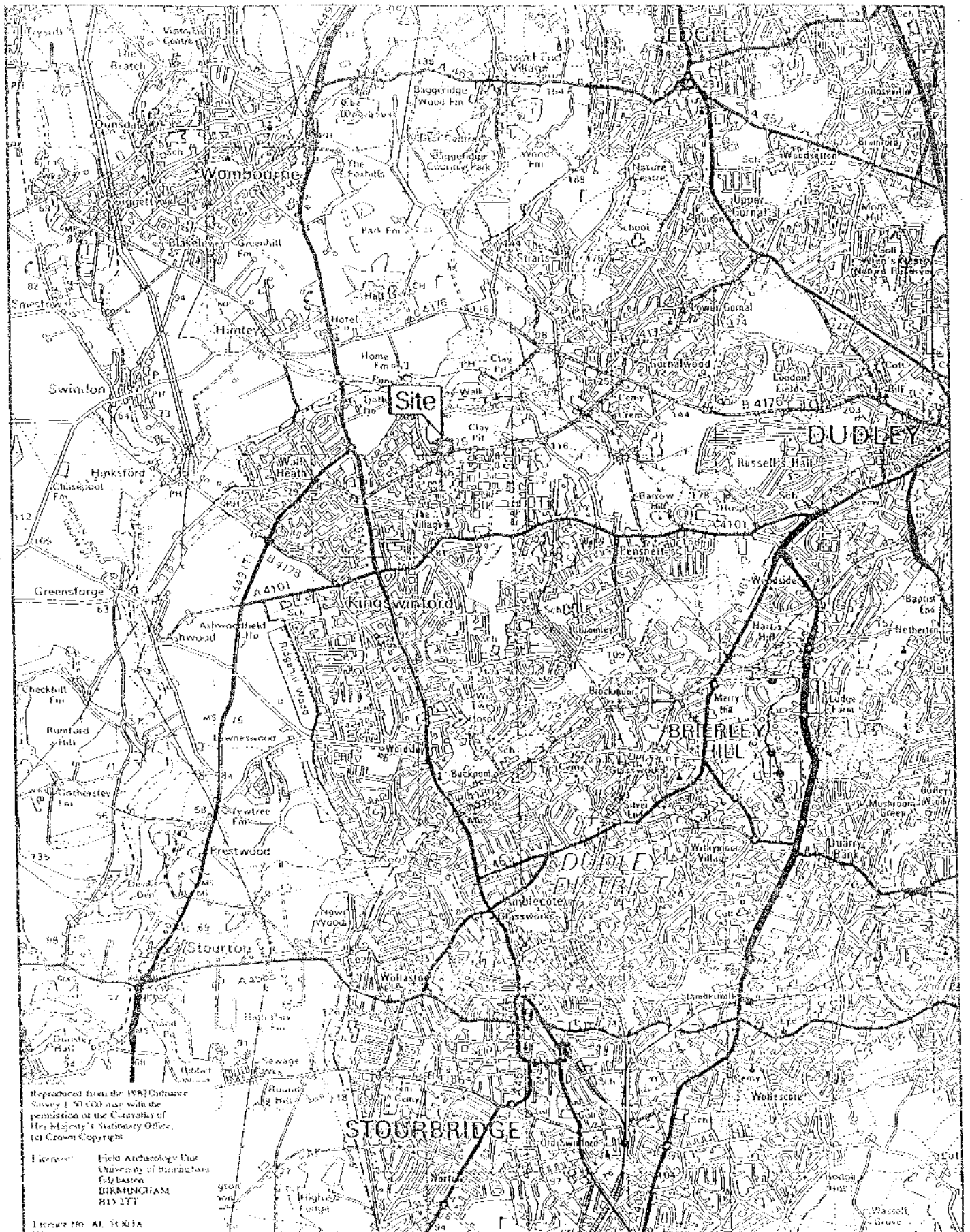
**Figure 5b: South-East Elevation of the Engine House**

**Figure 6a: North-East Elevation of the Engine House**

**Figure 6b: North-East to South-West Profile of the Engine House**

**Figure 7a: North-East Elevation of the Chimney**

**Figure 7b: South-West Elevation of the Chimney**



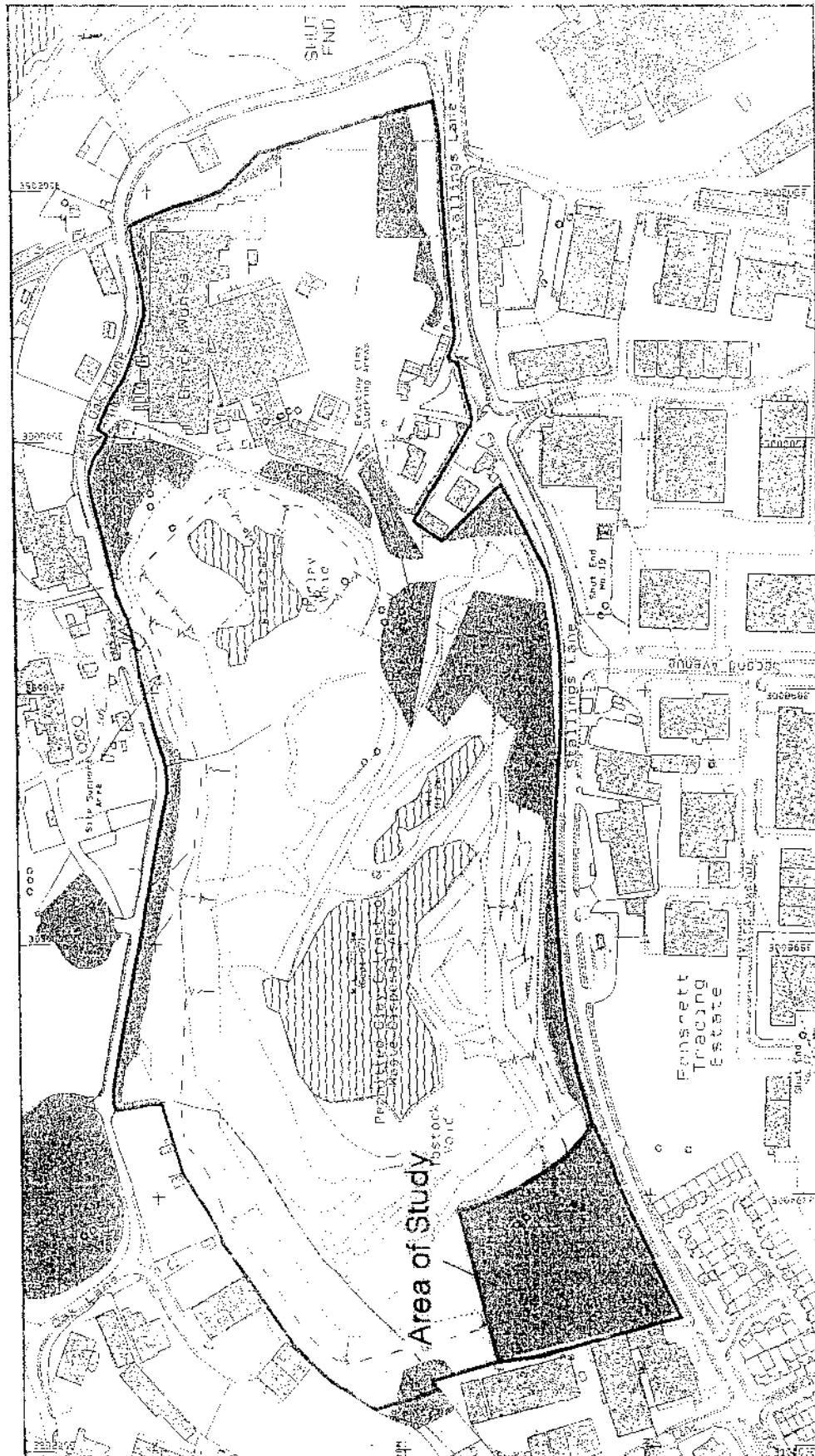


Fig.2

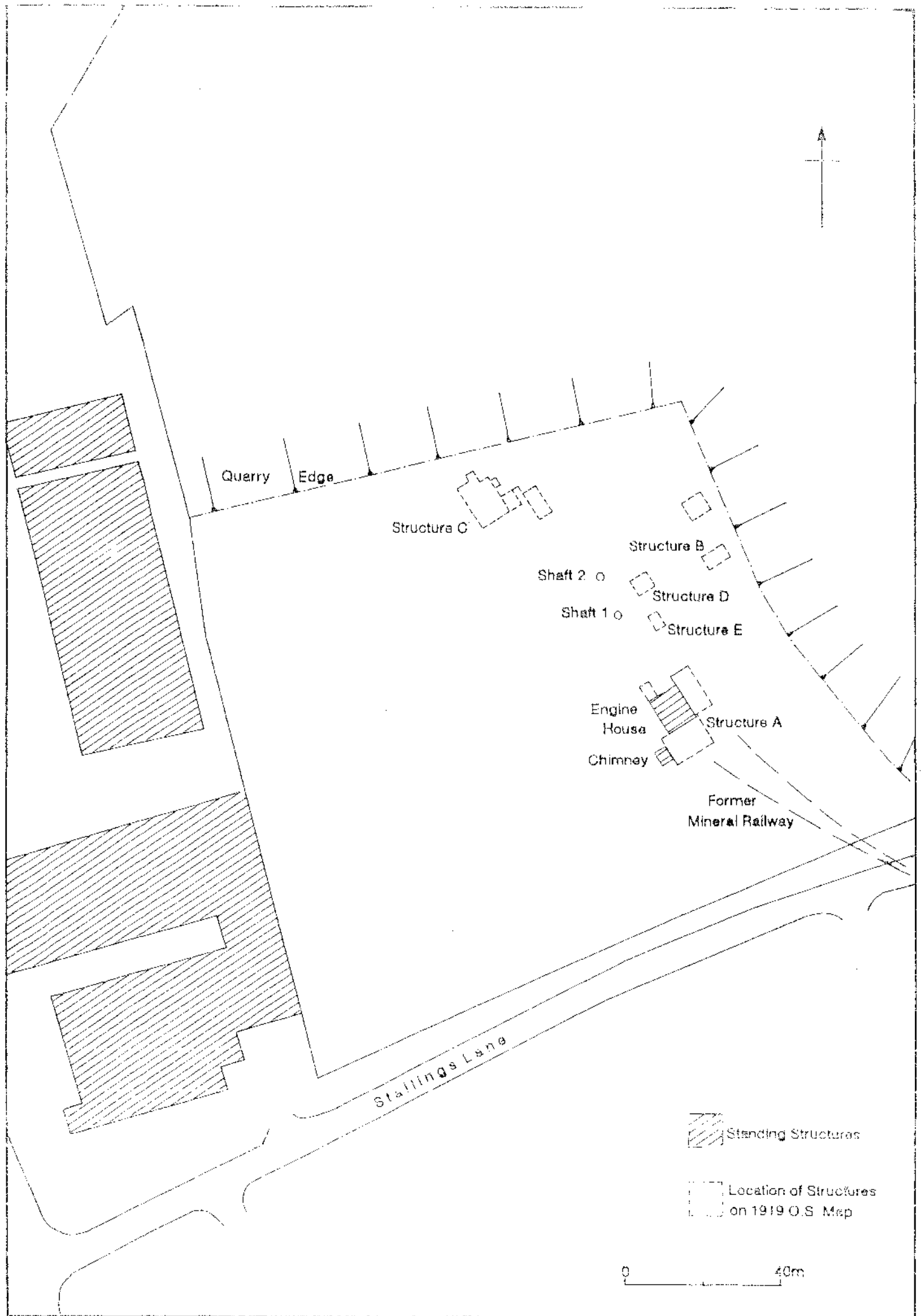
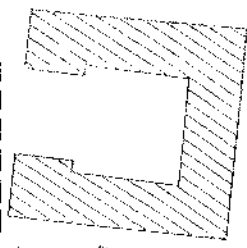
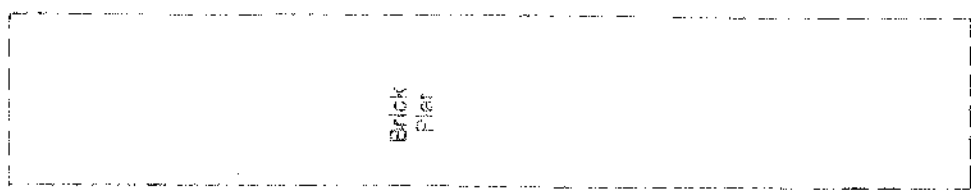
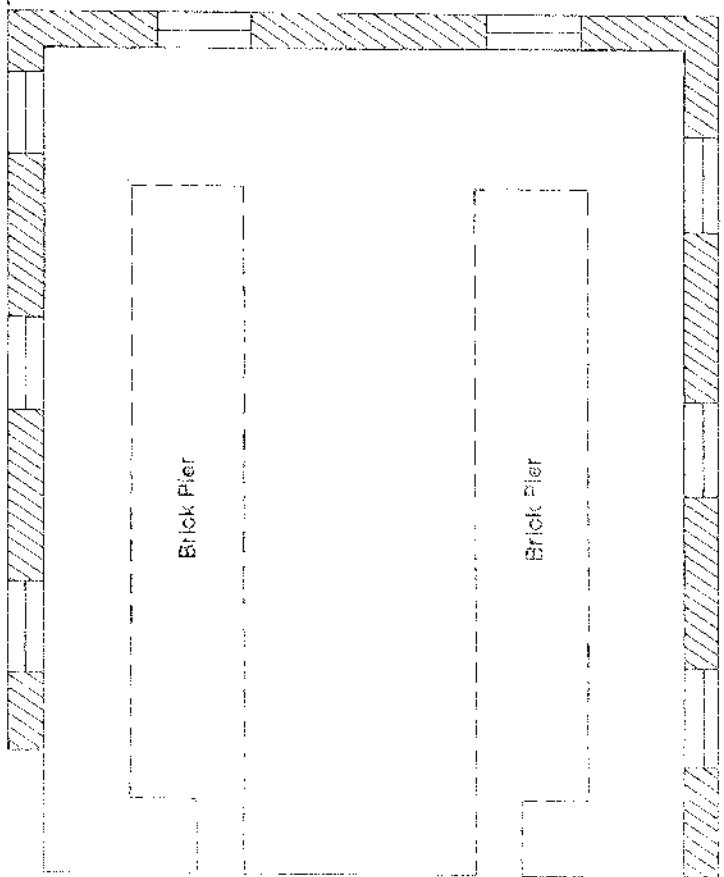
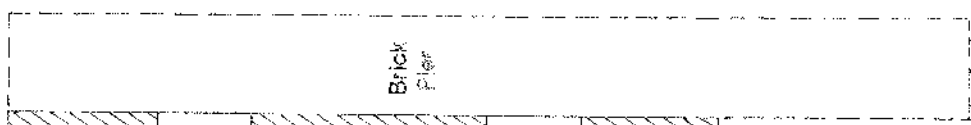


Fig.3

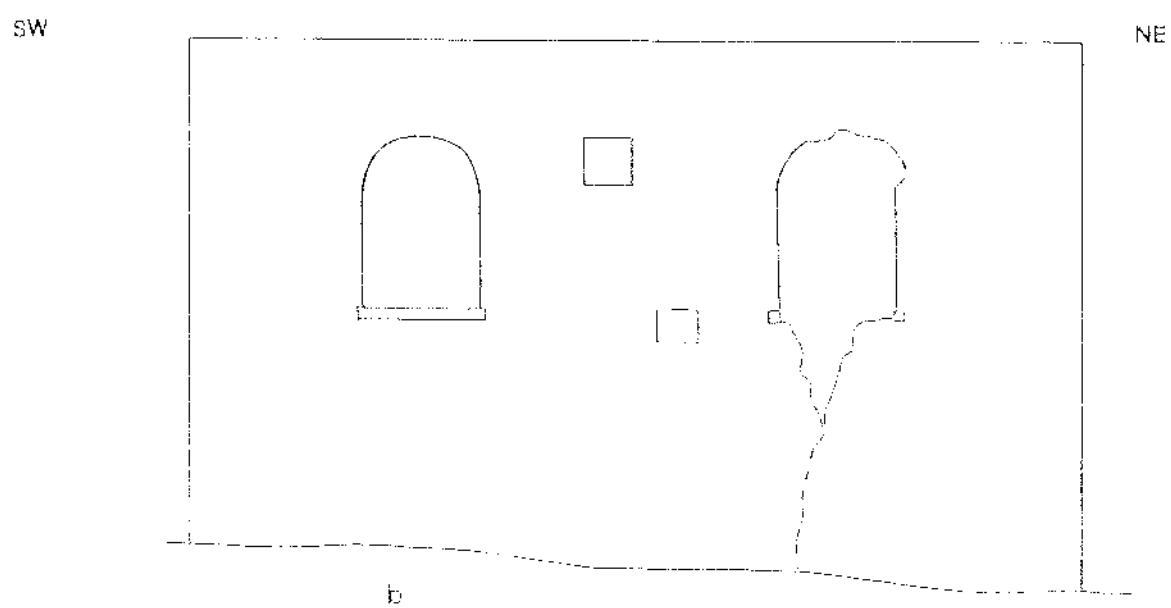
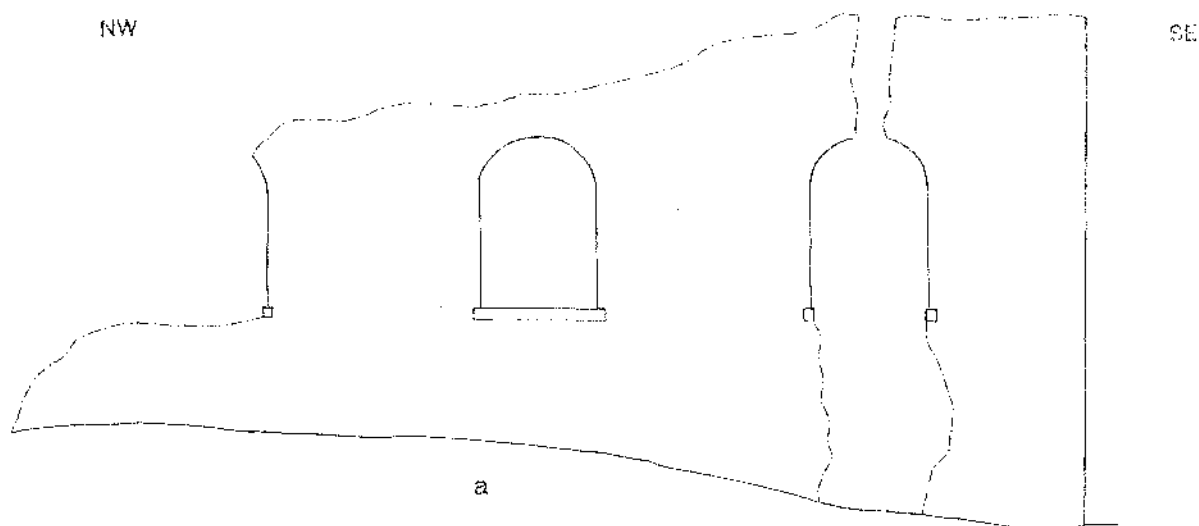


Chimney



Engine House

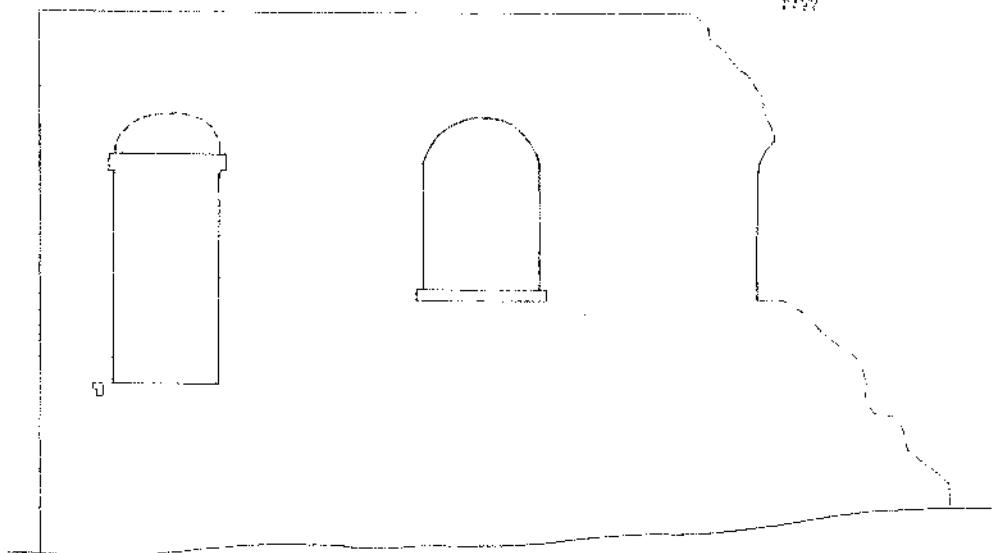




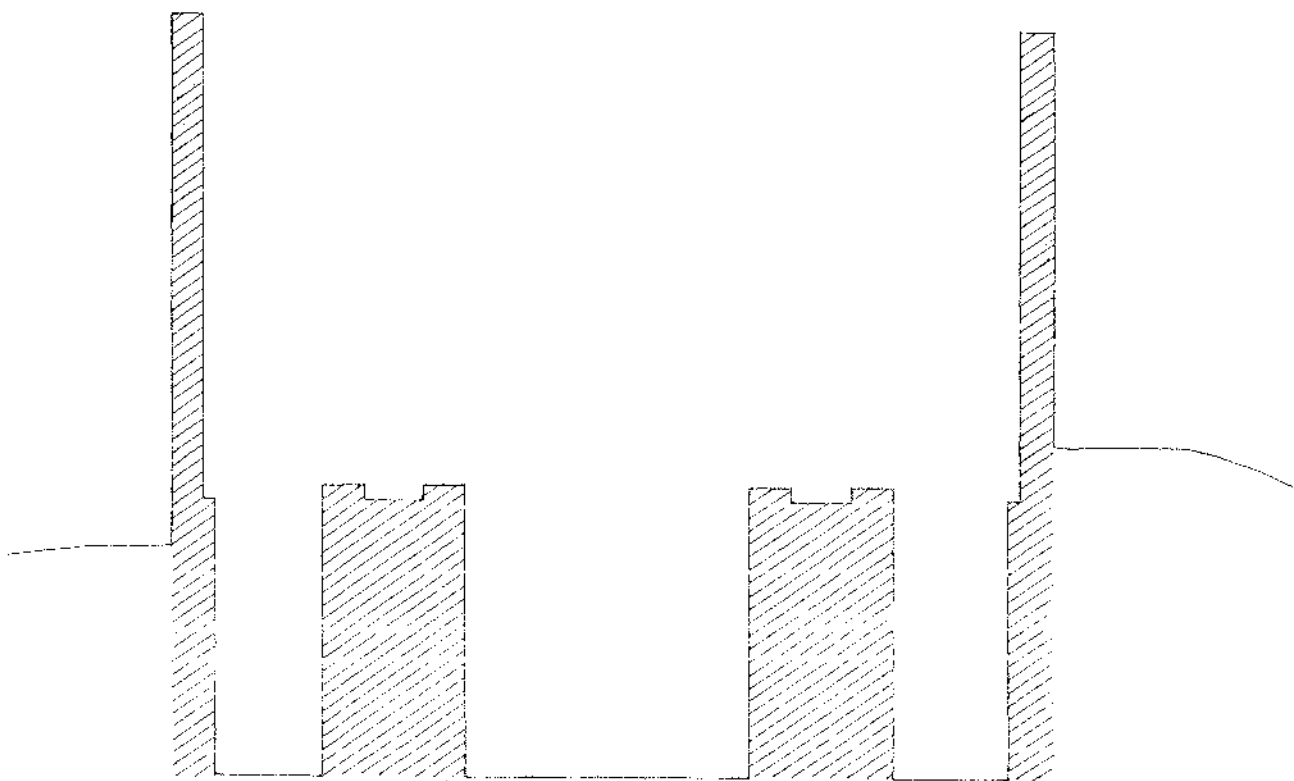
0 2m

SE

1159

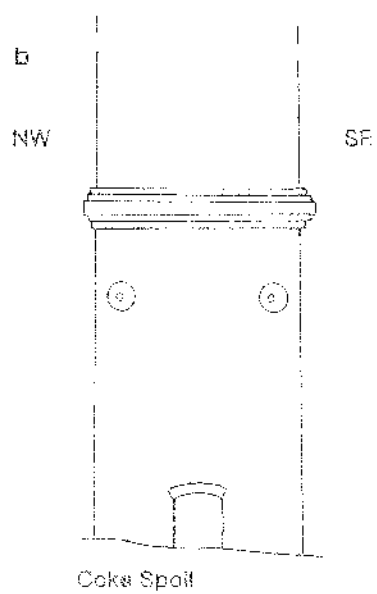
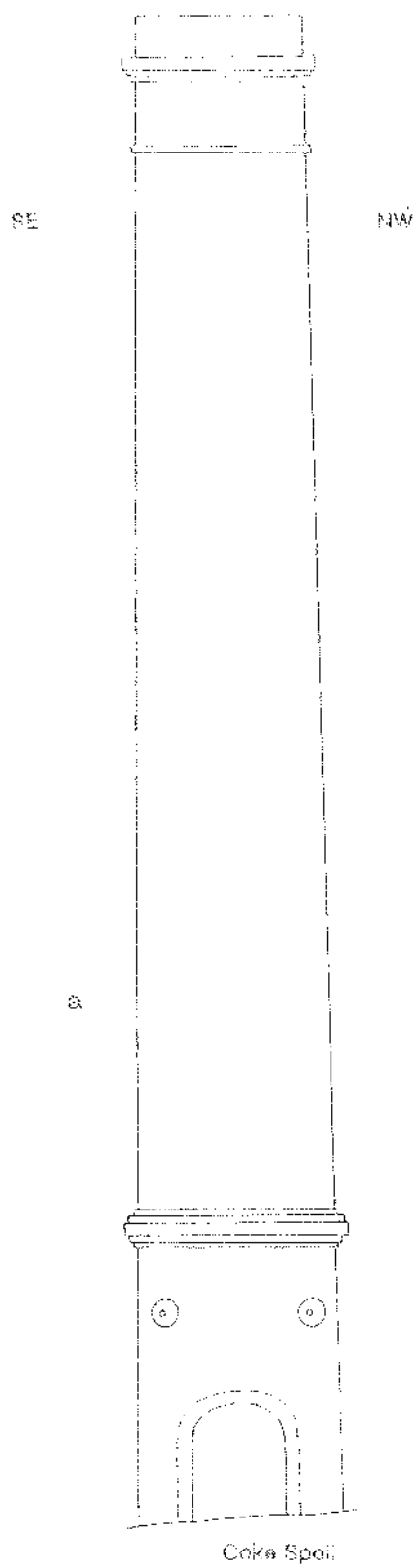


a



b

0 2m



0 4m

Fig 7

## PLATES

**Plate 1: View from Stallings Lane**

**Plate 2: South-West Elevation of the Engine House**

**Plate 3: South-East Elevation of the Engine House**

**Plate 4: North-East Elevation of the Engine House**

**Plate 5: Chimney**

**Plate 6: Detail of Chimney Flue**



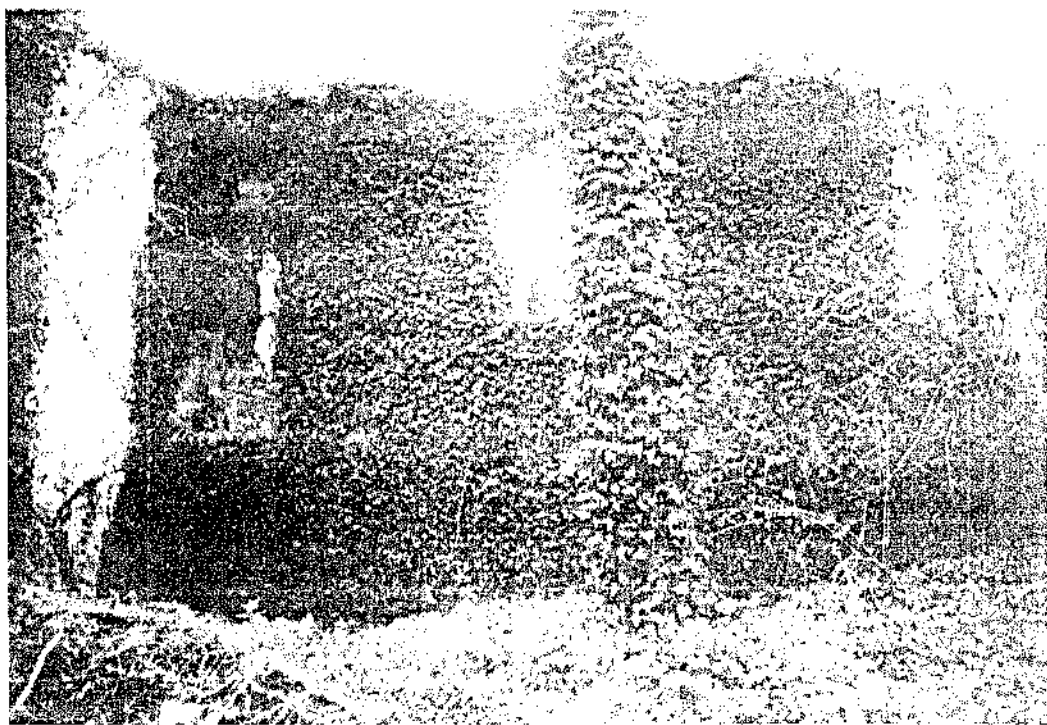
**Plate 1: View of Chimney from Stallings Lane**



**Plate 2: South-West Elevation of the Engine House**



**Plate 3: South-East Elevation of the Engine House**



**Plate 4: North-East Elevation of the Engine House**



Plate 5: Chimney

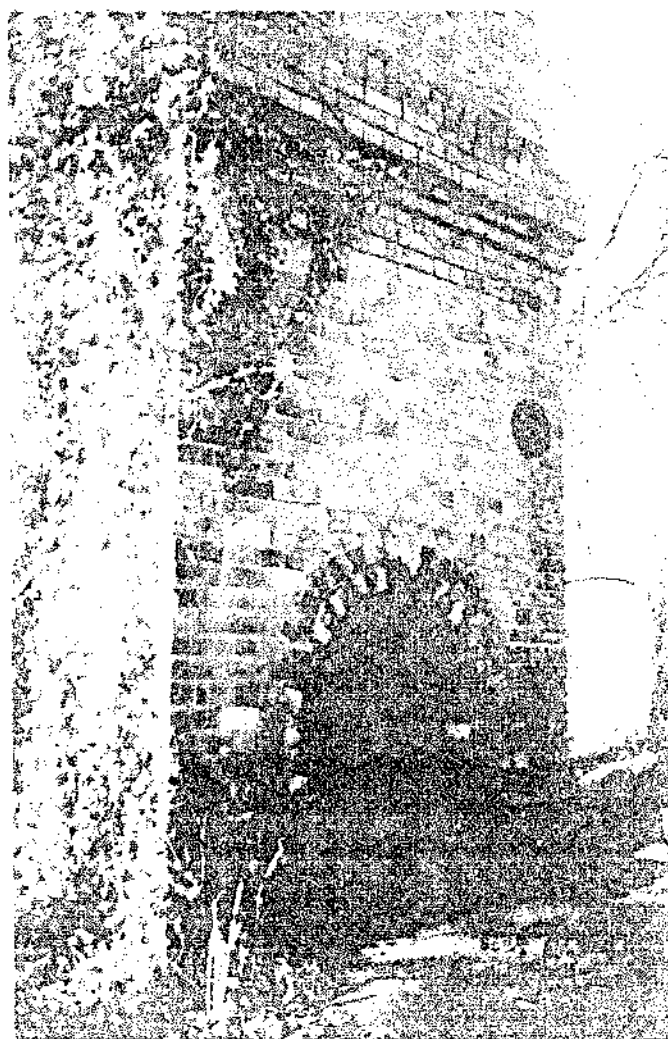


Plate 6: Detail of  
Chimney Flue Arch