

**TURNING THE FIRST COAL  
AT NEW LOUNT COLLIERY - SEPTEMBER 1924  
- production officially announced  
March 21st 1925**



**Lady Renee Beaumont turning the first sod on land at Newbold  
for the “New Lount Colliery” foundation on Friday the 8th of February 1924**

**BY SAMUEL T STEWART - FEBRUARY 2024**

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On the 8th of February 1924, when the first sod of turf was dug by Lady Renee Beaumont for the new Lount Colliery foundation, Mr. Hardy managing director of Leicestershire Colliery and Pipe Company Ltd., the owners, said 'that two shafts will be sunk to a depth of about 140 yards. There are about half a dozen seams of coal varying between 3ft and 5ft in thickness as well as seams of fire clay, and winding engines, capable of raising 1,500 tons of coal in seven and a half hours, are to be installed. It is hoped that within two years a thousand miners will be employed. An old railway line, (a remnant of the old Coleorton Railway laid by George Stephenson), which has been disused for many years, is to be reopened. It runs close to the new pit and will connect with the Ashby and L.M.S. Railway.

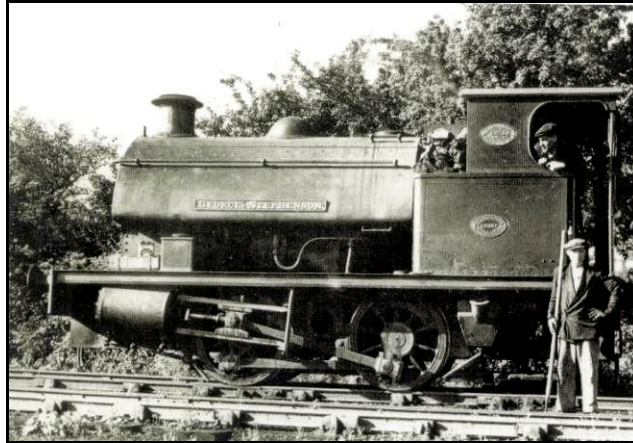
The site of the colliery was in the extreme north of the Leicestershire Coalfield, and initially comprised of some 775 acres in lease from Sir George Arthur Hamilton Beaumont, 11th Baronet of Stoughton and 62½ acres of freehold owned by the company. This was extended by a further 695 acres leased from Earl Ferrers in 1929, and additional areas of Sir George Beaumont's land in 1930 to the north and west, which consisted of 288 acres.

The main boundaries at this time were on the North and East - the "Thringstone Fault", and on the North and North West - "Outcrops". On the South, the arbitrary line between New Lount and Coleorton, approximately from Outwoods Farm to Springwood formed the boundary.

It was reported in the **Leicester Evening Mail on Monday 22nd September 1924** that the first fruits of the new colliery have been forthcoming. Coal is now being turned from the first new shaft, and the sinking of a second shaft is well in hand. About 200 men are now engaged and as the work develops, it is anticipated that this number will considerably increase.

One of the earliest railways to be made in England by George Stephenson (part of the old Coleorton Railway) which had been disused for many years and had become overgrown has now been repaired and re-opened and connects the colliery with the Ashby and Melbourne branch of the L.M.S. railway.

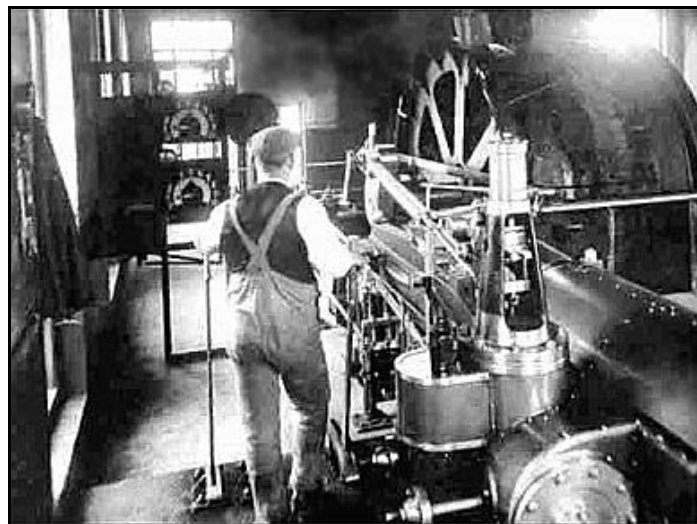
A new locomotive first named "Lount" and later changed to "George Stephenson" will convey the coal trains along this line. The developments are hailed with much satisfaction in the district inasmuch as it has brought considerable employment to the neighbourhood. A hitherto quiet country retreat becoming a busy hive of industry in this part of rural Leicestershire.



The first 0-4-0 saddle tank engine, originally named Lount, but later changed to George Stephenson, was purchased from Hawthorn Leslie of Newcastle on Tyne in 1924 followed in 1929 by the second 0-4-0 saddle tank engine from the same company.

According to a brief official history given by the company, the sinking of the first shaft, No.1 (the downcast), was begun in March 1924. The second shaft, No.2 (the upcast), later called the "Jackie Pit", which was the normal Leicestershire description for the upcast, was started in May 1924. The completion date set for both shafts was at the end of September 1924.

Both shafts were 15 feet internal diameter and brick lined, and initially sunk to a depth of 225 feet, as far as the "Upper Roaster Coal Seam". The winding engines for both were supplied by John Wood of Wigan.



**A 1957 PHOTOGRAPH OF ONE OF THE WINDING ENGINES**

**The Nottingham Journal on Monday the 6th October 1924** reported that gratifying progress continues to be made at the new coal pit sunk by the Leicestershire Colliery and Pipe Company on Sir George Beaumont's estate at Newbold, near Coleorton. It was ascertained officially on Saturday that during the week the installation has been completed of two new winding engines, screen plant and electrical equipment. The turning of coal from the

second shaft has just been commenced, and that both are now producing coal. The coal is reported to be of excellent quality, especially the "Roaster" coal, under which there also a bed of very rich clay, believed to be the best in England. The developments in connection with the enterprise are quite up to expectations, and the avenue thus opened up for a considerable amount of employment is giving much satisfaction in the neighbourhood.

**The official announcement of the start of coal turning production at the pit was March 21<sup>st</sup> 1925.**