

Ivy Terrace Coal Depot

The coal depot was located at the junction with the old South Moor wagonway, which originally transported coal from Billy Pit, and joined the Pontop and South Shields branch railway at Othill. Coal extracted from the nearby Charley Pit was stored at the depot ready for distribution. New buildings were added in the second half of the nineteenth century and one of the sidings ran halfway down the site of Elm Street before the houses were built.

A spectacular train crash occurred at the depot when the South Moor No. 2 saddle tank 0-6-0 locomotive ended up on top of a string of empty coal trucks. This locomotive, built in 1891, belonged to the South Moor Colliery Company and the accident must have happened around 1904 for the locomotive was rebuilt in that year.

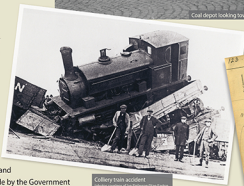
Coal production declined almost immediately after war was declared in 1914, but by 1918 the situation had become critical. The cry for 'ships and yet more ships' had given place to a cry of 'coal and yet more coal' and fuel rationing was imminent. The Stanley News of 22 August 1918 reported a shortage estimated at 36 million tons, and the extraordinary efforts made by the Government to expedite the release of miners from low medical categories from the home army for return to work in the mines. A proposal to employ women as surface workers was unanimously rejected by the Durham Miners' Association. South Moor coal was in great demand because of its quality. It contained a high percentage of volatile matter which could be distilled to produce coal gas for the gas companies. Another by-product, liddite explosive, was used in munitions.



New South Moor

From this point you can see the rows of streets of 'new South Moor'. The South Moor Colliery Company started to build these streets in 1892 to accommodate the growing number of mine workers. New South Moor started out as 300 houses built along Pine Street, Poplar Street and Elm Street with Ivy Terrace intended for the colliery officials. The colliery company maintained the streets until January 1917 when Stanley Urban District Council adopted them as public highways. The council minute book recorded that the streets had been 'sewered, levelled, paved, metalled, flagged, channelled and made good, and provided with the proper means of lighting.'

Baths were installed in the Ivy Terrace houses in 1914. The following year the outside toilets or 'asphalt privies' in Poplar Street were replaced with water closets. James R Rainbow held the council contract for cleansing ash pits, worth almost £400 a year. Changes were also made in Maple Street in 1915 where the original tenement houses were reconstructed into separate dwellings suitable for large families.



Colliery train accident
When a locomotive ran over a passenger train
at the depot and killed a woman and child.

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Part of	Year	Age	Service	Rank	Regiment	Notes
1st	1891	20	1st	Private	1st	1st
2nd	1891	20	1st	Private	1st	1st
3rd	1891	20	1st	Private	1st	1st
4th	1891	20	1st	Private	1st	1st
5th	1891	20	1st	Private	1st	1st
6th	1891	20	1st	Private	1st	1st
7th	1891	20	1st	Private	1st	1st
8th	1891	20	1st	Private	1st	1st
9th	1891	20	1st	Private	1st	1st
10th	1891	20	1st	Private	1st	1st
11th	1891	20	1st	Private	1st	1st
12th	1891	20	1st	Private	1st	1st
13th	1891	20	1st	Private	1st	1st
14th	1891	20	1st	Private	1st	1st
15th	1891	20	1st	Private	1st	1st
16th	1891	20	1st	Private	1st	1st
17th	1891	20	1st	Private	1st	1st
18th	1891	20	1st	Private	1st	1st
19th	1891	20	1st	Private	1st	1st
20th	1891	20	1st	Private	1st	1st

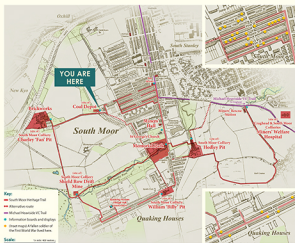
Extracts for
Ivy Terrace
and Elm
Street from
the 1911
census
Revenue
valuation
book
1910-11, 12
page 108



Colliery Train Accident, South Moor, 1900



Elm Street, 20th century photograph of Ivy Terrace



South Moor Heritage Trail

South Moor and Quaking Houses were typical colliery villages that developed before and just after the First World War, around four collieries of William Hedley's South Moor Colliery Company.

South Moor Heritage trail is a five mile circular walk around key eight heritage sites of South Moor and Quaking Houses that existed during or soon after the First World War. Each site is marked by an interpretation board detailing the significance and heritage of the site. Each interpretation board is linked via a QR code to a South Moor heritage website providing further information about the history of the site. Rights of way between the eight sites along the trail are marked by 'way markers' to keep you on the right path.

Over two hundred miners from South Moor and Quaking Houses were killed in the First World War. Their names are engraved at the gates of the First World War Memorial Park. The Heritage Trail marks the former colliery houses in which they lived with a fallen soldier plaque - can you find them in the colliery terraces?



Colliery house, 20th century photograph of Ivy Terrace



The Billy Pit, 20th century photograph of Ivy Terrace



The Hedley Pit, 20th century photograph of Ivy Terrace



South Moor Colliery, 20th century photograph of Ivy Terrace