

DOGYDKE PUMPING STATION PRESERVATION TRUST

Newsletter No. 2

MAY 1974

Dear Member,

The fact this Newsletter is two months later than originally intended probably illustrates more clearly than anything else the pressures that are on the few "willing horses" of the Preservation Trust. Volunteer help of any kind can always be used somewhere almost anytime. This must go out before postal charges go up yet again.

Mr A.C. Smith offered to your Executive Committee to organise Visiting and View Days, and Mr. R.E. Hooley offered to be Archivist. These offers have been accepted with gratitude. Messrs. R.E. Hooley and R.H. Hill have been co-opted to the Committee.

Open Days are being held on the first Sunday of each month to and including October, from 11 a.m. to 5 p.m., with one additional Open Day on Sunday, 30th June to form part of the Tattershall/Coningsby Festival. Members are needed to act as stewards, so please contact Mr. A.C. Smith on Boston 4989 offering which shift you prefer. Please note the entrance is from the A153 one mile West of Tattershall Castle at Bridge Farm and along the private farm road. Items on sale now include:-

Colour Print 6½" x 4½" of a watercolour painting by W.B. Thomas of the 'Pumping Station, Dogdyke' pre-1911 at £2.00 post free.

A 20" x 27" 'blueprint' side elevation drawing of the beam engine at 50p per copy, post extra

Photographs and 5p postcards are being prepared.

Until very recently, nobody seemed to know for certain the name of the make of the engine. The one cold wet Sunday in the then draughty engine house, Mr. Cheffins and colleague were stripping the "hand throttle post" for cleaning and polishing, and came across some words round the brass of the short column, reading "Bradley & Craven Wakefield, 1856" with a scale 0 – 4. A message was passed onto Mr. Hooley, and by his patient historical researches (mostly by the modern telephone directory) had come up with the findings that the firm of Bradley & Craven still exists in Wakefield, now manufacturing clay-handling machinery, with Mr. Craven Managing Director! The firm used to make beam engines for colliery winding, and supplied one for water supply near Scarborough in 1882 but was demolished in 1960.

Research continues: there is a connection with Green Atkinson. In the watercolour above mentioned appears a chimney in the background looking South-East and a little local enquiry has resulted in this being a square chimney at Sinclair's Mill and Warehouse and Dogdyke Station, but which was taken down in 1928 when the beam engine there was sold to Breedon Lime Company. But further enquiry produces nothing as the trail seems to peter out. Any clues or information, however slight, from members would be most welcome.

A kind of brochure handout is in course of preparation, as is a batch of posters for helping to publicise and advertise the Preservation Trust and its Open Days. Due to the kind help

of Mrs. Catherine Wilson, Messrs. Hawley and Ward, we are putting on a small exhibition at the Lincolnshire Show and the Brayford Water Festival.

We received some generous initial grants for urgent repairs from Lindsey County Council, the Heritage Panel of the Lincolnshire Association, the Horncastle RDS, Tattershall PC, and several individuals, totalling about £200. By most generous gifts on the part of certain members, the roof has been repaired, and the engine house windows glazed at no cost to the Trust. Further necessary repairs to which we are already committed will swallow up the remainder of the grant monies, and as yet we have not started upon the major items or main structure.

One of the best ways to help is to please try to interest your friends and acquaintances in the Preservation and try to get them to enrol as members. The Chairman and all the Committee are determined to get on with the job of restoration and see the project through to expedition. A staging with guardrails has been constructed between the buildings so that the wheel house may be entered more conveniently; notice boards made and lettered, and all the multitudinous odd jobs that take up scarce volunteer time. At the time of writing, the new steps up to the repaired platform and hand rails above the engine round the beam, are all being fitted.

The Diesel engine has not been scheduled as an Ancient Monument for its 'Group Value' with the Steam Engine. We have obtained a rather faint copy of the description of the first 'engine' (windmill and scoopwheel) on this site, from the Inclosure Award of 1796. Mrs. (Flying Officer retired) Margaret Brewer has kindly volunteered to try outlining in black the faded sort of italic script. This should make an interesting exhibit. Any member prepared to do short translations into European languages, please contact the Hon. Secretary.

Yours sincerely,

J.G. PORTER
HON. SEC. pro tem.