

1862

June 11th Lowering the 80 HP Scoop Wheel

1863

Aug 18th The River Glen dry no water
to be seen at Allans Bridge and
Turflut

1865

August 4th Mr A Harrison appointed
Superintendent in place of
Mr J. Barwell. resigned.

1865

Sept 2nd Park Hat Steam repaired.

1867

June 24th Lowering 70 HP Scoop Wheel
14" at the centre only.

1869

Aug 4th Started repair on 80 HP Engine
Drew slide valves, back plates
taken off and planed, new wrought
iron race or trough for flywheel,
cold water pump taking out bored
a fresh and lined with brass, and at
the same time a new working gear
shaft and levers all complete ~~put~~
put in.

1869

Sept 30th Repairs finished on 80 HP engine and tested on load.

1870

Aug 2nd Started repairs on 70 HP engine, two new bush plate, planed and finished, the slide valves faced with brass, with new rods all complete, tubes ~~cut~~ for valve and gland with brass collar, brass throttle valves and spindle, brass foot valve with India Rubber cover, cold water pump bored out and faced with brass, a new girder for working gear shaft, a bracket for disengaging gear, plates for connecting rod planed, cylinder bottom joints cut out and remade, a ring turned and screwed in inside cylinder bottom with 26 pins to make joints good, and 3 patches on cylinder side, a large cast iron filling up piece screwed on to cylinder cover to save steam $5\frac{3}{4}$ " deep, rod ~~off~~ for balance weight of working gear shaft, steel pin for valve rod and steel stud for eccentric rod end, India Rubber rings and cord for joints and lots of bolts and nuts for the above work.

"A"
"B"
"Z"
"C"

"A" & "B"

"A" & "Z"
"B" & "C"

When

Between Pu
" " "
" " "

Between P

AD./FM.
27.10.45.

Engine finished and tested on head
26th Sept 1870.

1871

Dec 6th Packing pistons on both
engines.

1872

Jan 14th Packing piston on 80 HP engine.

1872

April 2nd Glen bank broke on
North side Tongue End.

1872

Dec 18th (North Drive Drain) Water Bourne
Tunnel 2 ft 4^{1/2}"
fall to Pock Hole 3^{1/2}" or about
1" per mile.

The recorded weight of water raised
by both engines was discontinued after
Dec 1873 in the Log Books

1875

Nov 16th Wash Tunnel Closed, 11 ft on
Bourne Eau gauge, High Flood
in River Glen.

Nov 27th Wash Tunnel opened.

1. Plain Wash
1. Lock Wash
1. Nut
1 each of the
diameter

5335-454
5335-459

No. all
Pump Housings,
ordering housings
unless it is de
Clamps such as
Engines, or en

5335-454
5-0-8-0 $\frac{1}{16}$ Dia. El.
5335-459
9-0-10-0 $\frac{1}{16}$ Dia.

533:

AD/FM.
5.10.45

1876

April 16th Wash Tunnel Closed.
Broune Case gauge 11 ft 10"

1876

Dec 29th Glen Bank blown Broune
South Fen

1877

Jan 4th Glen Bank broke Broune
South Fen.

1880

Oct 8th Break in Glen ^{South} Bank, and
in Broune South Fen

Oct 11th Great Flood in Cowbit Wash,
water 20" deep on St. Puck
Hall Road

24 $\frac{1}{2}$ " rain Glen rose 3" in one hour
Great overflow of Wellhead
at Crowland.

1881

July Lowmney 70 HP Wheel 18"

Put in 3 new boilers, deepening
the basin, alterations to gratings,
taking out the old ^{60 HP} engine and fitting
a new and more powerful engine in
its place

1881

July

Ordered - that the new engines shall in future be named the "Hesteren" in honour of Lord Hesteren

Ordered - that the 80 HP engines shall in future be named the "Holland".

1881

Oct 6th

testing new engine (Hesteren) by steam.

1882

Oct 25

1 3/4" Rain before noon & another 3/4" before 8 PM

Glen bank broke near Woolley's Mill

Nov 8

Engines stopped to save Counter Drain Bank

" 12

Breach stopped in Glen bank today



1887

Oct 29

Mr Grigg arrived today to take charge at Pock Hall.

Nov 30

Mr William Brown, the engineer resigned and Mr William Grigg took charge.



Eq
Su
We
has been dev
to eliminati
excessive we
modification
7023/124A is
spun into th



Equi
Subj

In order
leaks taking place
also between fuel
fit "Oakenstrong"
again be fitted be
the part numbers if
fuel pumps are as

Size Pm

1888

Oct 18th The lowest total rainfall for
any one month since 1829
00,08 of an inch only

1889

July 10th Commenced to overhaul Hesteven
Engine, found piston in good
order

Main and expansion valves
examined, found in very bad
condition

Aug 16th Started engine, worked very
satisfactory.

Aug 19th Main and expansion valves
examined on Holland Engine, found in
bad condition.

Aug 31st Started engine, worked very
satisfactory

1891

July 20th Enlarging Scope Wheel 8 inches
on Holland Engine

1892

July 5th Repairing Main and expansion valves
and piston on Holland

July 26th Started Engine, worked satisfactory

July 27th Repairing main and expansion
valves and piston on Hesteven
Engine

Aug 6th Started Engine, worked satisfactory

1893

Aug 15th Fitting new bolts in Spur
2nd to 23rd Wheel on Holland.

1894

Dec 21st Accident to Scope Wheel on
Holland Engine, nine stones
displaced in wheel race.

1897

April 22nd The throttle valve of the
Holland Engine became unworkable,
the engine no longer under control,
the steam pipes were taken off
and the defect discovered, which
now made good, the engine has
been at work since 1893

1898

Jan 5th Rocking boards got in Scope
Wheel and broke almost all
the boards on Holland Engine.

Jan 11th Scope Wheel repaired

Pumps will
similar to
Engines.
having a
drilling at
locking pl
out this of
components

1. Look
2.

1900
Jan 11th Scope Wheel smashed at
3 o'clock on Western Engine

Jan 30th Finished repairs to Scope Wheel

1902

Oct 2nd Orders to keep the water in
Vernette Drain as low as possible.
Repairs to G.M. Railway Bridge.

Oct 21st Finished repairs to G.M. Railway
Bridge.

1903

Oct 20th Bolt in large tooth wheel
broken on Holland Engine, and
damaged the paddle boards,
stopped 12 hours to repair
damage.

1904

June 6th Started to enlarge Scope Wheel
8 inches on Western

Aug 14th Western Scope Wheel completed
guyes in Basin are now alike

Aug 9th Overhauling Main and Expansion
Valves on Holland & Western
Engines and other work.

put in.

1904
Aug 23rd Ran Hesteven Engine 1 hour,
sweep wheel straight.

1905

Sept 4th Work was commenced
taking out the old gates
between the Counter Drain and
Vernatts Drain

Oct 13th Gates and Bridges between
Counter and Vernatts Drains
completed.

1906

April 30th Mr A Tate, Successor
to Mr W^m Grigg.

1906

June 21st Hesteven Engine, Flywheel
Place, new fan lowered
into its place and completed.

shaft and levers all complete
put in.