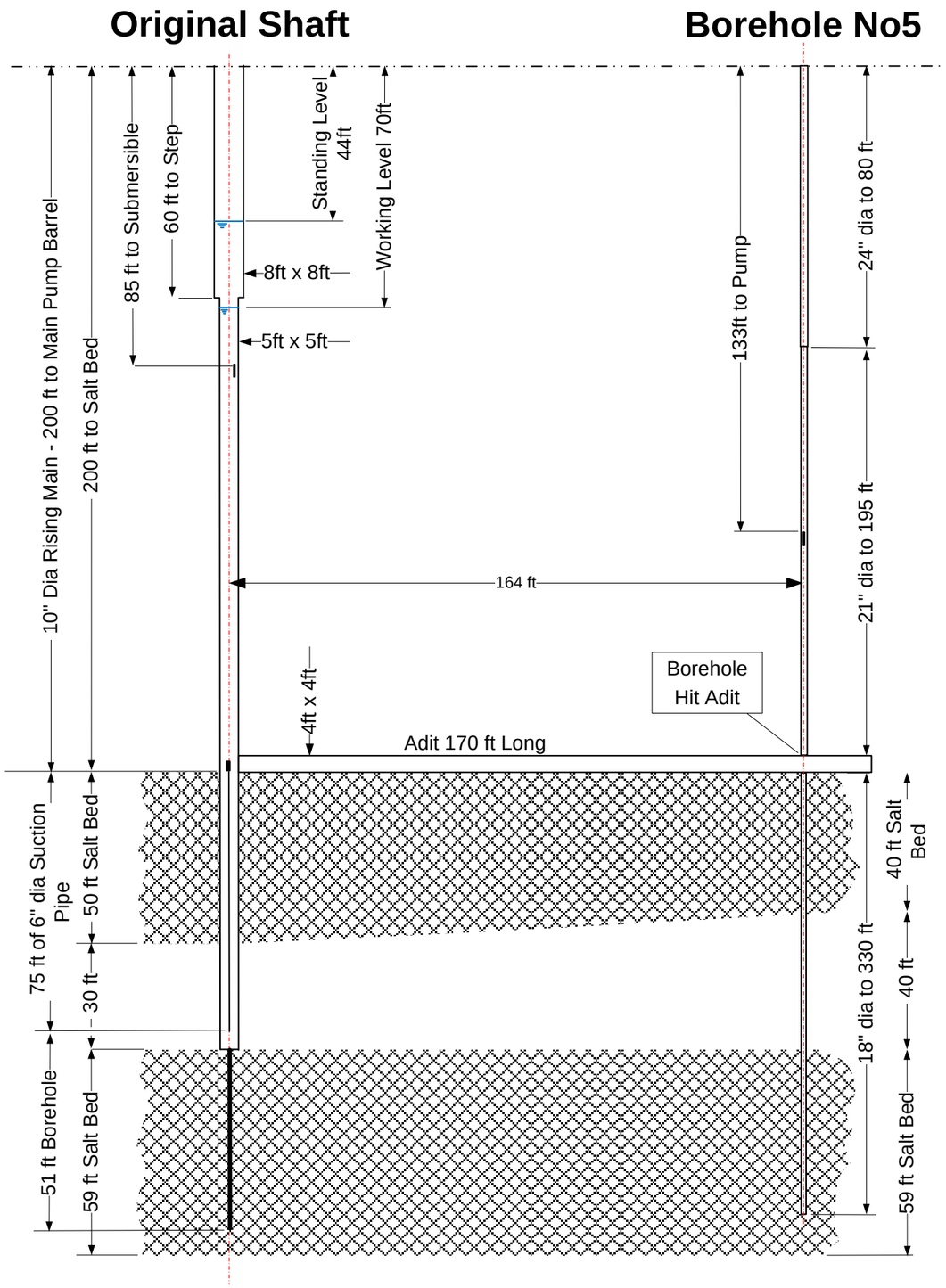
Murgatroyds Pump Shaft and Borehole No 5



Information Sources.

There are several sources of information in the archives, each giving some details about the shafts. These include:

Report from Ralph Oakes: Ralph Oakes' men were responsible for constructing the original hand-dug shaft and adit, which led to the discovery of the brine stream.

Interviews with Jack Ashley: Jack was one of the pump operators, and George Twigg recorded a series of interviews with him before the works was closed. He had a good memory for detail, and was able to quote many facts about the performance of the pumps, and incidents related to their history.

George Twigg Archive: George collected a large archive of salt-related material, and was instrumental in getting the pumping station listed as a scheduled monument, thus preventing its demolition after closure of the Murgatroyd Works.

Site Drawings: Before No 5 pump shaft was sunk, four other trial holes had been made in an attempt to locate the brine stream. This explains the name of the new pump. Although it was the fourth pump to be added, it was located in shaft No 5! All the trial holes, the brine shaft and one other trial shaft from the opposite side of the railway, are detailed on Murgatroyd's Salt & Chemical Co Ltd Drawing No13/49A

JR Thomas Account: J R Thomas wrote a brief history of the salt workings in Middlewich, and included details of various items of machinery.

Survey Information: MHT carried out a sonar survey of the pump shaft and a topographical survey of the site, in 2017. These surveys enabled some of the existing information to be confirmed / corrected.

Other Information: There are several other documents in the archive, which make casual reference to aspects of the pump and/or shafts.

Discussion

With so many different sources of information, some contradictions and errors are inevitable. In compiling the drawing to the left, the following Hierarchy has been used:

Official Drawings and Reports, Other written records and Verbal records

Any remaining anomalies were resolved by the author, using engineering judgement.

Since all measurements were in feet and inches, these have been retained in the accompanying drawing.

SRB Jan 2021