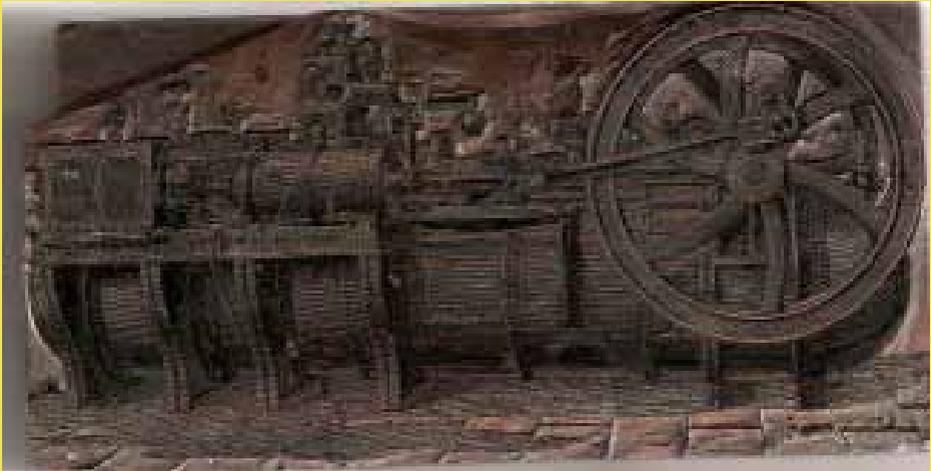


NEWSLETTER 150 DECEMBER 2010

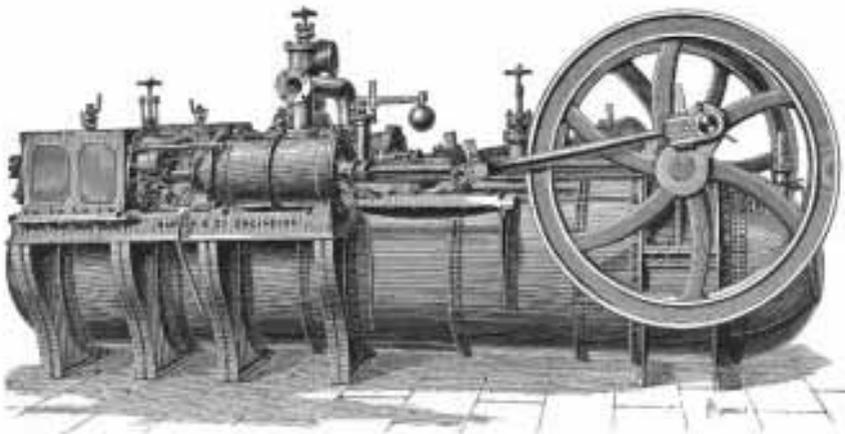
THE TREVITHICK SOCIETY



Established 1935



AIR COMPRESSORS.



The above illustration represents a Portable Air Compressor.

Reg. Charity
No. 246586

Copper printer's block mounted on wood from Harvey's of Hayle 1884 catalogue, comes to light! The block is shown as a mirror image above.

CHAIRMAN'S ADDRESS

As we shake the snow from our boots we have high hopes for this Society in the New Year.

I have lost count how many times I have written this piece and sought additional volunteers to help this Society along. In the past few months, since we have taken an initiative or two we have received kind offers of help from several people. Most are outside Cornwall but with modern communications they feel able to help in their own special ways. Each has brought their own special skills that will enable us to reshape parts of the Society.

I can hear many who do not welcome change and, as a traditionalist, I acknowledge that it has been the unselfish, devoted work of hundreds of volunteers during the past seventy-six years that has created and maintained this proud Society. Their work in all aspects of Cornwall's remarkable industrial archaeology has provided an unparalleled history of invention and endeavour.

However, times change and the attitudes of the public and funders change with them. It is in order to continue the very special work of our members that we need to change. To paraphrase a familiar remark, 'If we are to carry on as we are there will have to be some changes around here'.

I believe that it is because of recent indications of change that we have attracted the volunteers we require to see those changes through. They are the sort of people who wish to be associated with a vibrant, progressive Society, a significant part of the Twenty-first Century.

Some changes have already been implemented which, if they come to pass, will alter the way in which this Society disseminates an interest in Cornwall's industrial heritage and culture. In this way we confidently believe we will attract more members and more volunteers; maybe we should set a target for future membership.

Happy New Year!

Philip M Hosken

EDITORIAL

Recently, I was shown a remarkable website concerning the running of the Helston to Lizard Railway. The website has screeds of historical information about this railway and includes photographs of the track as well as one of the trains. This worthy website can be found at:

<http://www.hvr.org.uk/>

What is needed now is a similar website to give a greater appreciation of Barrigger Harbour!

Colin French

Copy date for next newsletter: Feb. 20th



LETTERS TO THE EDITOR

Earlier this year I saw this on ebay, advertised as 'printers block, Harveys Engineering'.

I felt it may have something to do with the Harvey's of Hayle catalogue, and purchased it for £9.99

It is, in fact, the printer's block used to produce the drawing of the Air Compressor on page 26 of the 1884 catalogue.

I am amazed this copper block, mounted on wood, has survived all this time. The workmanship is marvellous, and the block is in pristine condition.

Does anyone know where it may have been made? And by whom? And who did the original drawing?

Diane Hodnett

dianehodnett@eircom.net

DR JOHN FERGUSON

John Ferguson died suddenly at his home in Wiltshire on 12th November. A Geordie by birth, he spent much of his early years studying geology in the Northern Pennine Orefield where he developed a life-long passion for industrial archaeology. After a career in geology at the Royal School of Mines in London, where he liked to describe himself as a mathematical geologist, he retired to Cornwall to indulge his interests in industrial archaeology. For some years he was Honorary Secretary of the Trevithick Society and, for a time, Honorary Membership Secretary of the Trevithick Trust.

His latest publication was *Forged and Founded in Cornwall*, a definitive study of iron founding.

Bill Newby



A NEW WEST CORNWALL PROGRAMME SECRETARY

Colin Short ov vy. I retired in July 2010 after 33 years as a Methodist minister, and was a Chemical Plant Design Engineer before that. I joined the Cornish Engines Preservation Society in 1964, although already one of the diaspora in England. I only returned in 2001, but quickly joined the Levant team as a tour guide. I am also a member of the Friends of Killhope and the Somerset Coal Canal Society.

Our West Cornwall meetings at King Edward Mine will initially continue with the film show series to February 11, but after that we begin a new 'invited speaker' programme. Not everyone has confirmed yet, so there are a few blanks I'm afraid. This year's programme has two 'topic' months, and one new feature will be the inclusion of an occasional 'seminar' evening when we share knowledge (and/or ignorance !) of some topic. 'Cornish Lead' will be the first one in September. We follow that with a field trip.

I'm always open to suggestions for the future programme, to:

Colin Short,

22, Lower Woodside, St.Austell, 01726 61697, Colin@biblechristian.freeserve.co.uk

SOCIETY WEBSITE

One of our new volunteers, Sean Croft, has offered his skills as our new webmaster. This Society is well aware that our website is our window on the world and through it our work with Cornwall's industrial past is seen and judged.

For a number of years, Pete Joseph has been our conscientious Curator, formatted a wealth of publications, authored a number of relevant books, undertaken

surveys and helped in innumerable ways. He also set up our most recent website and maintained it when he had the time. To replace a person like that for such an important position as webmaster requires someone with remarkable skills and an earnest desire to see the Society assert its rightful position with an informative and helpful international communication. It was not until Sean offered to help that we were able to we were able to move forward and we are all very grateful to him.

Sean has some excellent marketing skills and would appreciate ideas from members for the content of the website, either for their own interests or what they think would benefit the Society. Please send your suggestions directly to him at webmaster@trevithick-society.org.uk

P.M.H.

CHURKS, CLIDGY AND DOODLE-DASHERS

Those who attended the field trips at the Annual General Meeting weekend back in May will recall that the trips were recorded as part of the Hayle Oral History Project. This project is reaching its conclusion and it has published its book on Hayle local history wonderfully entitled *Churks, Clidgy and Doodle-Dashers*, which was launched at Hayle Library on Saturday, December 11th. The Society, along with a number of other local organisations had a small trade stall and where business was quite brisk and much interest shown.

For readers unfamiliar with the Cornish vernacular "churks" were partly burnt coals retrieved from any working site and prized as a free source of heat. "clidgy" is sticky sweetmeat and "doodle-dashers" are those hopefully mirth inducing spring loaded party whistles which extend when blown and then immediately retract ready for the next ear shattering experience.

Grateful thanks to the many Society

members who had input into the book and the launch.

An electronic copy of the book can be downloaded from http://www.harveysfoundrytrust.co.uk/hohpfiles/HayleTails_webfast.pdf

K.J.T.R.

3D MODELLING MADE EASY

Have you tried Google SketchUp? You may already know that anyone who needs to produce good looking 3D conceptual drawings to illustrate an idea or just produce something to amuse the kids could try Google SketchUp. It's free and simple to download, just put SketchUp 8 into Google and follow the instructions. Of course, there's SketchUp Pro for those who demand a little more.

Also look at Engineering Toolbox.

P.M.H.

PUFFING DEVIL

The Puffing Devil is now securely tucked up for the winter after a particularly successful year, having passed its 10 year boiler test with flying colours, and performed admirably at the various events.

When we built the engine we knew it would become an iconic symbol of Trevithick's inventive genius and would provide tangible evidence that would help right the wrongs of generations of historical inaccuracy about the beginnings of propulsion by high pressure steam. What we have since unexpectedly come to realise is how much pride and joy has been generated by the engine, as seen in the faces of the thousands of cheering people on Trevithick Day in Camborne and at the many shows where the Puffing Devil is invariably the most photographed exhibit.

Thanks must be expressed to the engine's custodian, John Woodward and his crew; Sean Oliver, Marc Rivron and Colin French, and also to Richard Olds who very kindly houses the engine.



MODEL MAKER'S JOY

In August the Society hosted Haruo Hayashida, Professor of the Faculty of Economics at Osaka Sangyo University. The professor was researching the influence of Richard Trevithick's high pressure steam locomotion on the development of early Japanese railways and industry. He was particularly interested in the reasons why Trevithick's grandsons, the sons of Francis Trevithick, his father's biographer, Richard Francis and Francis Henry, were induced to go to Japan.

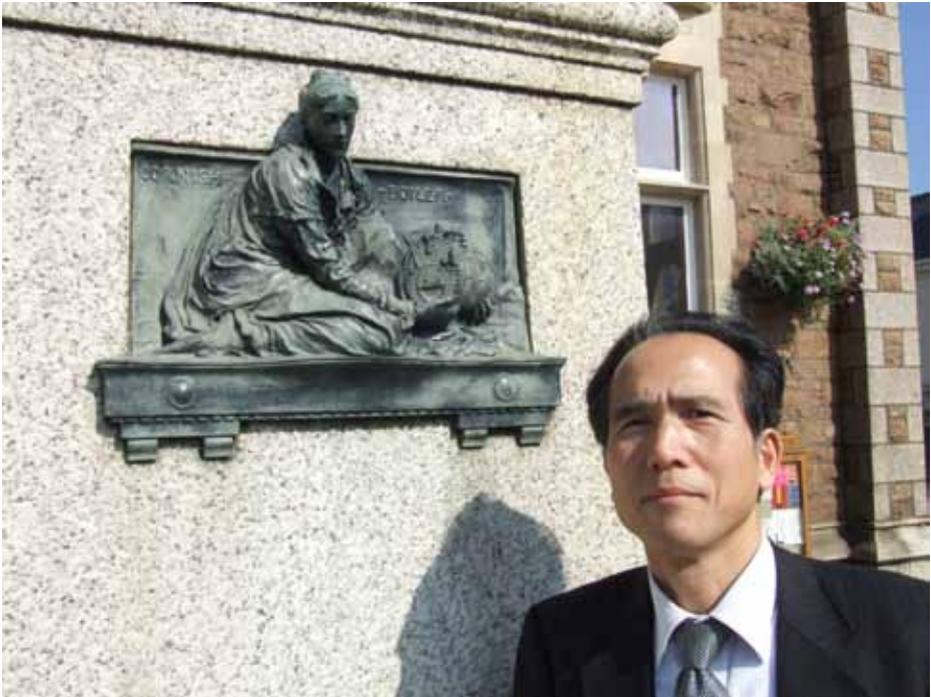
The Japanese interest in the Trevithicks has matured from the interest aroused by the late Frank Trevithick Okuno, the manufacture of the golden 1804 model by the Koowa Corporation and subsequent contacts by magazine and cultural organisations such as the London-based Japanese Cross Culture Holdings Limited who professionally filmed this year's Trevithick Day for showing in Japan.

It was unfortunate that, on the day the professor wished to photograph the great inventor, his statue was surmounted by the inevitable plastic traffic cone!

LEVANT REPORT

Attendance numbers at Levant were close to 20,000 this year with the final week of October being one of our busiest due to half term, good weather and lots of late holiday makers. Things at Levant are now quieter with the training of three new drivers including our new Custodian. The winter maintenance programme is now well under way, including the re-siting of the boiler fuel tank, thereby freeing up room in Skip shaft.

A presentation was recently attended at KEM on the new Heartlands project. Construction work has already started and it is centred around the area of Robinson's Shaft. Amongst the £22M budget it is intended to restore Robinson's Engine to working condition under



compressed air. Dorothea Restorations will be undertaking the work and the whole project is scheduled for completion by August 2011. I wish them luck! In the meantime we are still pursuing the possibility of installing a pumping engine into our existing empty engine house at Levant. There are two engines lacking a proper location and these are the 40" Carpalla in store at the Science Museum, and of course the 50" Goonvean project at Hayle that seems to be going nowhere.

In the meantime our Custodian is looking at the possibility of improving our access to the site by altering the entrance nearer to the car park, and bringing visitors into the beam engine house first.

New photographs have recently come to light of the old workings and buildings at Levant and we have added them to our archive.

Ron Flaxman

KING EDWARD MINE

Work continues at a pace and the refurbishment of the rag frames in the mill by Mill Manager Nigel MacDonald, Tony Clarke and Eric Rabjohn has now been completed ready for demonstration next season, incidentally the only working set of rag frames in Cornwall. Gerald Bodilly has almost finished wiring the machine shop and unnecessary kit has been moved out to give more room for working and setting up the machines.

With funding available and with graphics experts appointed, much thought is going into the display panels for the new winder house and meetings are held regularly. Eric Rabjohn is currently exercising his carpentry skills in altering existing display cabinets to suit our needs. These cabinets will house the many small exhibits we have of the Camborne-based Holman engineering group.

The recent snows have caused some branches to collapse on the pine trees lining the public road bordering the site and groundsman Tony Bunt has been

busy cutting loose limbs and generally making safe. Much of the brushwood bordering the car park field has been cut and burnt revealing the remarkable tramway embankment connecting Plantation Shaft with the stamps. The general condition of the embankment is good, and with the growth cleared away, it now needs a spray to kill the embedded roots which are penetrating the stonework and would create instability over time.

Congratulations to Tony Brooks, Tony Clarke, Frank Kneebone and Nigel MacDonald for their appearance in the BBC production Edwardian Farm which was shown nationally recently. Ostensibly filmed at Morwellham Quay in the Tamar Valley, much is filmed at other locations and a piece concerning mineral separation was filmed at King Edward.

On the last Sunday before Christmas it has become the custom for the volunteers to partake of a little mulled wine and mince pies, however, for the first time ever play had to be abandoned due to snow as we closed early. Fortunately the Annual Count House Dinner, to which all volunteers are invited in appreciation of their work, took place at Tyack's Hotel the previous Sunday and was unaffected but climatic conditions.

K.J.T.R.



CORNWALL 100 CLUB VISIT

The Society was delighted to host a reception for the Cornwall 100 Club at King Edward Mine in November. The generosity of the 100 Club had enabled the Society to undertake its Holman Film Archive Project earlier in the year. Over a thousand people had attended the five showings of selected Holman films and many subsequently purchased a DVD copy of the films.

The Cornwall 100 Club visit was organised by Cornwall Community Foundation of Launceston and accompanied by Lisa Southard the Foundation's Finance Co-ordinator. This was one of several visits made during the day at which members of the 100 Club were able to meet the people and organisations they had helped and discover what had been achieved with their funding.

Three presentations were made to the Club. Kingsley Rickard introduced King Edward Mine, explained

its background and present purpose. Phil Hosken talked about the Society activities as an educational charity with the help of a Powerpoint presentation and Claire White showed cuttings from of the 160 Holman films. She explained how Azook, a Cornwall Community Interest Company, had arranged the digitising of the films, organized the public showings and were involved in the preparation of educational DVDs to widen Cornish schoolchildren's appreciation of their history and heritage.

Members of the Club showed their interest in the activities of both Azook and the Society by chatting over a bite to eat and staying much longer than had been planned. Lisa Southard said later that they had 'had a brilliant time and that projects like this really show that social and industrial history are very closely linked'.

In the subsequent discussions we learnt about the Trewhella family's involvement in the creation of the Italian and Sicilian railway systems (see p. 11).

P.M.H.



George Wilson with Mrs. Marjory Bickford-Smith,
one of the Trustees of the Cornwall 100 Club.

ARCHAEOLOGICAL RESEARCH SEMINAR

As a part of the Research Framework project looking at the archaeology of the extractive industries - mining and quarrying - there will be a series of seminar / workshops around England to examine the various specialist themes within the project. The first is on the subject of bulk minerals (stone and aggregates) and is being held on 26 November at the National Stone Centre near Wirksworth in Derbyshire. Full details are available from Ian Thomas at the National Stone Centre, tel: 01629 824833, e-mail: ian@nationalstonecentre.org.uk

On Saturday 19 February, at the National Coal Mining Museum for England, Caphouse Colliery, near Wakefield there will be a further seminar looking at the archaeology of coal, clay and ironstone. The event will give participants the opportunity to discuss their work, to learn what others are doing and exchange ideas.

For example, over the last few years a number of mining history interest groups have been investigating early steam engine sites associated with the coal industry. The work they are doing has the potential to expand our knowledge of early developments in pumping techniques. Sharing the results can help interpret the findings, adding value to the work and drive research forward. If you are involved in similar work on coal, clay or iron mining, then make sure you attend.

Other seminars on lead, tin, copper and slate working are also planned for the Winter of 2011 at venues in the South-West, Cumbria and Derbyshire. Details will be circulated widely and posted to the Research pages at the National Association of Mining History Organisations' website - www.namho.org

For more details contact Peter Claughton - p.f.claughton@exeter.ac.uk - or Phil Newman - projectofficer@namho.org



Refreshments awaiting the Cornwall 100 Club.



A period in the history of East Pool Mine at Taylor's Shaft. This picture, which is surprisingly devoid of human activity although there is smoke from the chimney, depicts a time when houses in Cornwall were being built simply and cheaply with the new concrete blocks. For years waste from the mine had been employed directly for building but the arrival of the block meant that mine owners were faced with making cavity blocks from the waste in order to compete.

We are indebted to David Jewel for supplying this picture and wonder if anyone can date it and add something about the manufacture of blocks at East Pool.

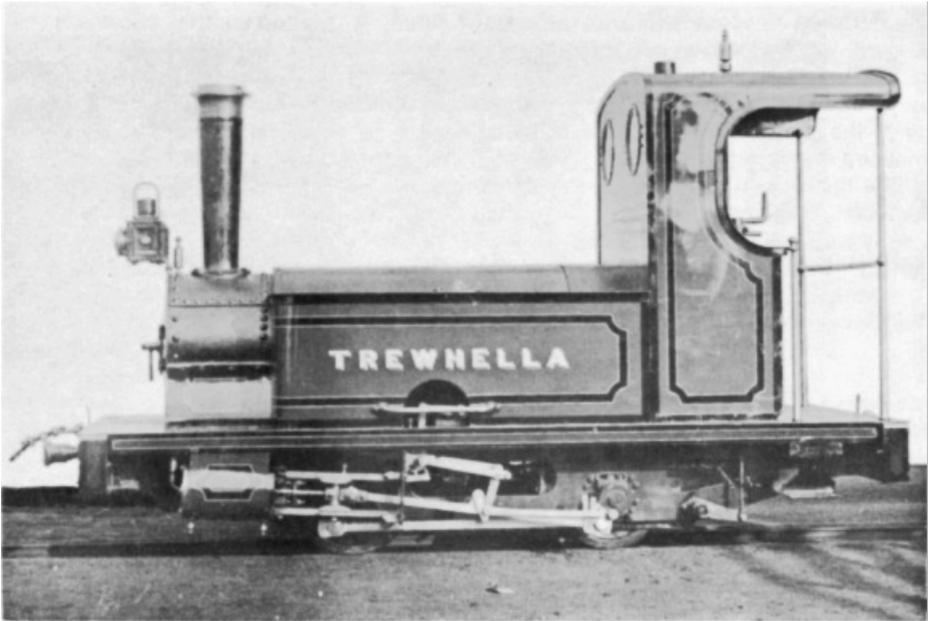
P.M.H.

TREVITHICK VIGNETTE WINS GOLD

Following advice from the Society concerning the make up of tram tracks, Trevithick's height and his desire to

produce an engine that could replace the horse, António Augusto Sobral has built an excellent model of the historic scene in 1804 Penyardarren with Trevithick talking to Samuel Homfray alongside the first rail locomotive in the world while a horse stands dejectedly in the background. This vignette won a gold award at the Modelscala 2010 in Montijo, the largest modellers' event in Portugal and António was kind enough to thank the Society for its input. Model makers should put Modelscala 2010 into Google and contact me if you wish to e-mail António.





CORNISH ITALIAN RAILWAY SYSTEM - A CASE FOR RESEARCH

The 19th Century saw Cornish engineers undertaking a variety of work around the world. Robert Trehwella, son of another Robert, of Ludgvan emigrated to northern Italy to work establishing the country's first railways.

Trehwella had married at Livorno, also known as Leghorn in English and as Leggun by the Cornish, in 1862 and had two sons, another Robert and a Percy, born at Palermo and Castellammare as railway construction progressed.

As the lines advanced further south Trehwella's influence as an engineer developed so that, by the time the railways reached Sicily he was a major shareholder. He built the 3' 1 $\frac{3}{4}$ " gauge line from Palermo to Corleone in Sicily and settled in Catania on the eastern seaboard.

His son Robert studied at the Royal Indian Engineering College and subsequently worked with his father on railways and sulphur mining projects

in Sicily. In 1890/1 he engineered the Ferrovia-circum-Etna, a railway around Mount Etna. The family were firmly established in Italy until evicted by the Fascists in the 1930s.

There is another link to Cornwall that could well have contributed to Trehwella's rise in authority. Arthur Chappel Reynolds, a ship owner of Charlestown and relative to the Trehwellas apparently shipped the first railway equipment to the Bologna and Verona railways in the north of Italy. He continued to ship equipment as the lines moved south and were established in Sicily.

I believe this is a story of Cornish engineering endeavour that ranks with any of those to which we are accustomed and should be developed. I will be pleased to pass on such material I have, the references and contacts to the families to any member who would like to do some research. There's the possibility of a book here and certainly an excuse for a holiday in Sicily!

P.M.H.

BOOK REVIEWS

The Mechanical Methods of Dressing Tin Ore etc. by Leon Moissenet, mining engineer. Translated from the French by A.J. Clarke. 170 pages, biography, many illustrations and tables, index. ISBN 978 0 904040 84 5. Trevithick Society. £18.99 hard cover.

This book is a most welcome and valuable contribution to the literature on West of England mining. It is a detailed record of the methods used to treat the rough orestuff as it comes from the mine and recover the values it holds.

The remarkable developments of steam power, history of individual mines and the life of the miners and their families have been well covered over the past century; indeed the reporting has been biased to the social aspects - popular research in today's culture. The steam and waterwheel power developments are sufficiently "glamorous" to nudge this into social weighting. The incredible skills of the miners and engineers and the fascinating techniques they evolved have hardly received sufficient credit and study and knowledge of them is in danger of being lost.

The treatment needed to recover the values - mineral dressing - did receive attention during the 19th century. Since then rather limited interest has been given to these old techniques of 'dressing' the ores and the vital technical aspects. When it is considered that orestuff holding 1%, or less, by weight of valuable metal tin can be treated to achieve a profitable recovery of these values, it is seen that ore dressing in the region is of historical significance.

During the 19th century the West of England was the world leader in mining and mining engineering. The attitude of the Captains and the miners was particularly 'open' and free - remarked upon by foreign writers such as Simonin (*Mines and Miners*, translated by H.W. Bristow, William Mackenzie, 1868; p. 460). European engineers realised the value

of what was occurring and made visits to gain intelligence and report their findings. One of these visitors was Leon Moissenet, a particularly able mining engineer from the prestigious École des Mines. He made a most detailed and thorough examination of the Cornish and Devon mines, studying the ore treatment methods. His work was reported in the French journal *Annales des Mines*, a valuable source of information on mining and associated matters.

Tony Clarke has opened up this treasure trove of information: his ability to translate from the French and appreciation of the implications of the details, along with the wonderful illustrations of plant and layout of machinery brings one not only an appreciation of the past skills but a realisation of what a mass of material has been swept away - only the isolated shells of the more resistant buildings remain. The illustrations are clear and detailed, bringing out the refinements of construction. An interesting example is the drawing of the vanning shovel recorded by Moissenet, which depicts the characteristic metal blade but with a pointed tip formed by two concave profiles. The description of the assaying methods with this illustration is comprehensive and accurate. Along with the technical details, but included, is a mass of statistical data which expands into the economics of the mining work.

The book is a 'must' for those seriously interested in mining. It holds a cornucopia of information, but do not expect a dissertation on the fashions worn by the Bal Maidens or the drinking habits of the mine captains. The book is attractively produced with a hard cover. The only 'glitches' are some unfortunate lapses in the typography - the label on the front of the case reads 'Annals' instead of 'Annales' and there is a curious change in the type point size. It is a pity that the illustration of mineral particles is reproduced in black and white; in the *Annales* it is in colour. The reviewer has a liking for colour illustrations and deplores what appears to have been "penny pinching".

Tony Clarke's understanding and sympathy with the subject shines through

the book. A most valuable contribution to mining literature.

BE.

Hard Graft: Botallack Mine in the Twentieth Century by Peter Joseph. Published by the Trevithick Society. 238 pages. Many photographs, some coloured. Many maps and illustrations. £16.99 softback.

Peter Joseph, who has a masters degree from CSM on industrial archaeology and one on geology, has written an extremely useful book on Botallack Mine during its last period of working - before the Great War. The historical account is excellent as he traces the story from 1906 to 1914. It was owned by the same company which ran South Crofty from 1906: Cornwall Consolidated Tin Mines Ltd. It did not enjoy the same success as Crofty, however, and was virtually finished before the Great War ended so much enterprise in Cornwall and elsewhere. The book deals with the various interested parties in the mine, the introduction of new and innovative machinery, the techniques used in the mining operation and the way Botallack intended to dress the ore once on surface. Many of the miners, the mill men, the managers and the other skilled craftsmen are also shown and sometimes identified.

Perhaps the best part of the book is that which deals with the remaining industrial archaeology of the site. Mr Joseph had the opportunity, when living in Botallack several years ago, to survey the remains after a major fire had destroyed most of the gorse, bracken and heather covering the surface workings. He was able to examine in detail many features it was impossible to even locate previously. His drawings, maps and plans of the site furnish us with one of the most comprehensive surveys of a long abandoned mine in existence.

For all those interested in Cornish mining history, and particularly those who love to walk around the sites and identify

the discernible features, this book is a must. At £16.99 I feel it is a useful and valuable addition to any library.

AB.

Cornwall and the Cornish by Bernard Deacon. ISBN 13 978-0-906720-72-1. Alison Hodge. 128 pages. £5.95.

This booklet is another in the Pocket Cornwall series. It covers an eclectic mix of Cornish topics, some very familiar, like St. Michaels Mount and Tintagel, and others little reported elsewhere, like Lanherne House and Greystone Bridge. In essence each topic is given a two page spread with at least half of that filled by colour photographs which complement the text.

The topics are fashioned into six sections:

1. *Narratives of Cornwall* concentrates upon the extractive industries that have dominated economic life for centuries as well as key individuals including Trevithick, Goldsworthy Gurney, Harveys of Hayle and Davy.
2. *Discovering Difference* ranges from great houses including Boconnoc, Godolphin, and Antony House to archaeological sites.
3. *Sacred Places* does not refer to ecclesiastical sites instead means supposedly special places for the Cornish such as Dozmary Pool, Bodmin Jail and Angove's Statue.
4. *Groups* are illustrated by Billy Bray's chapel, Newquay's Huers Hut and St. Ives.
5. *How Others See Us* delves into Fowey, the Eden Project and wind turbines.
6. *Places to Visit* - a short list of suggestions.

The above six sections do not work at all well as the choice of illustrative subjects is tenuous in many cases and this makes the whole thing a mishmash, rather than a well-structured themed tour through

the enigmatic diversity that is Cornwall. That said, the author brings a welcome Cornish perspective to the history of Cornwall, which is something probably yet to reach the school curriculum, and throughout he stresses the distinctiveness of Cornwall.

For my taste this booklet is weighted too heavily towards opinion rather than factual description, however, it does furnish the visitor to Cornwall with ample evidence that Cornish History is very different to that of England, and for the 20,000 it helps them to know the reason why!

Finally the cover is excellent. It is a photograph of the Puffing Devil driving up Camborne Hill!

CNF.

Extraordinary Earths from Cornwall, Devon and Dorset 1700 to 1914 by Ronald Perry and Charles Thurlow. 320 pages, numerous illustrations and photographs - a few in colour. Cornish Hillside Publications. ISBN 978-1 900147 49-1. £16.99 paperback.

It is often said that Trevithick never got the recognition he deserved. The same could be said of the China Clay industry, which has always played second fiddle to hard rock mining, even when copper and tin mining were in steep decline, and yet, at times, 70% of the global demand for china clay was met by the pits of Cornwall and Devon. As explained in the book, this situation is understandable given hard rock mining was much more profitable, employed far more people and was part of the Cornish psyche after centuries of mining. Furthermore, long after the collapse in mining at home, the economic impact of Cornish miners abroad maintained the supremacy of hard rock mining in Cornwall.

Nevertheless the clay industry deserves to be better understood and as a vehicle in that quest *Extraordinary Earths* is second to none. It is a well-written, thoroughly researched exposition, which

seemingly touches every conceivable aspect of the china clay, china stone, soapstone and ball clay industries, from their tentative beginnings until the First World War.

Understandably, the book is dominated by the St. Austell china clay and china stone region. However, ball clay extraction in Dorset and Devon is given appropriate weight throughout, as are the other china clay producing areas in Cornwall and Devon. Great consideration is also given to comparing and contrasting the ways in which these areas and industries evolved in technology, marketing, management, working and social conditions, and the uses to which the clays were put. The authors have even been able to weave in details about related subjects such as the Delabole slate quarry and crucible manufacture at Calenick and Redruth, and have permeated the text with interesting asides such as *The Surprising Adventures of Baron Munchausen* were written in Redruth, or the Aston Martin car owes its origins to Lionel Martin son of the China Clay Merchant, Edward.

Billed as the first book to encompass the history of the entire china clay, china stone, soapstone and ball clay industries of the West Country, it certainly achieves this objective. It is well reasoned, easy to read and not burdened by statistics, plus descriptions of processes are illustrated with clear and concise line drawings. *Extraordinary Earths* is an extraordinary achievement indeed!

I do hope that the authors have it in mind to write *Extraordinary Earths II* (1914 to the present).

CNF.



SOCIETY MEETINGS

East Cornwall Branch

Meets at various places, please check the programme for details.

Tuesday 22nd February 2011
Liskeard Public Hall 7.30pm

Underground Landscapes of Devon and Cornwall.

A photographic excursion by Dave Warne, Chairman of the Plymouth Caving Group, showing mining remains underground.

Tuesday 22nd March
Liskeard Public Hall 7.30pm

Fire setting

Rick Stewart's preliminary work in West Devon, an illustrated talk by author and mine manager, about this ancient method used in mining before explosives.

Tuesday 5th April
Liskeard Public Hall 7.30pm

Geology and Industry of Caradon Hill- an illustrated talk about the relationship between geology and industry of Caradon Hill by Chrissy L' Merchant.

June/July - it is hoped to have a talk on water power in conjunction with Wheal Martyn Museum.

Saturday 29th October walk 10.30am to approx 3.30pm. *Introducing Wheel Benny*- A guided walk around the Lockett area by Steve Docksey.

NB. Car parking is very limited, and so as to not create too much disturbance to the village, a meeting point in a nearby car park is to be arranged, (details to follow), followed by car sharing.

West Cornwall Branch

Meets at King Edward Mine at 7.30pm.

11 February 2011

Film Season continues with George Wilson.

11 March 2011 - Maritime month
Days of Sail with Clarice Mortensen-Fowler.

19 March 2001 - Maritime month
Field Trip to Falmouth Docks.

8 April 2011
To be confirmed.

10 June 2011
To be confirmed.

8 July 2011
The Development of the Motor Bus industry in Cornwall with Andy Richings of the Westcountry Historic Omnibus & Transport Trust.

9 September 2011 - Lead Mining month
Open Seminar conducted by Colin Short.

10 September 2011 Lead Mining month
Field Trip: The Lead Mines at Porthleven with Colin Short.

14 October 2011
The Early History of Teetotalism in Cornwall with Dr. John Lander.

Meetings to be confirmed and Field Trips will be notified in the Newsletter and on the Website when possible.

AGM WEEKEND

13 May 2011 - AGM weekend
South Hooe and Tavistock.

14 May 2011 - AGM weekend
Herodsfoot Mine and AGM.

15 May 2011 - AGM weekend
Devon Great Consols.

Details of programme will be included with next newsletter.

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The Trevithick Society, a registered charity, is a recognised body of the study of industrial archaeology in Cornwall. Membership is open to all who are interested in the region's great industrial past, whether or not they live in Cornwall. The Society takes its name from one of Britain's foremost inventors and pioneers of the Industrial Revolution, Richard Trevithick, a Cornishman whose name is inseparable from the development of steam power. This newsletter is published quarterly and, together with the annual journal, is distributed free to members. Letters and contributions are always welcome and should be sent direct to the editor.

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