

NEWSLETTER 151 MARCH 2011



Established 1935

THE TREVITHICK SOCIETY



Reg. Charity
No. 246586

The Tor Down Ruston 10HRC twin cylinder diesel engine and Chicago Pneumatic compressor is in the process of being dismantled.

CHAIRMAN'S ADDRESS

If you are a regular reader of this spot you will know that it has been used over the years to plead for volunteers and to advise on the, usually thwarted, attempts to secure some accommodation for the Society. This time I am pleased to report some success with the former and progress with the latter.

In the past few months we have been searching for volunteers in the public organisations that seek placements for people who have skills and a little time on their hands. As a result, I'm pleased to record that six people have been kind enough to offer their services and that, so far, four of them have joined the Society as members. They have put their talents to good use in the planning and development of our forthcoming improved communications, the preservation and presentation of our visual archive, research into Cornish international IA and the dismantling of the mighty Tor Down quarry engine. The fact that we can find employment for virtually any talent is an indication of the work being undertaken and the continuing need for more volunteers.

Our records on the possible occupation of part of the former Holman Bros. No. 3 factory site in Camborne stretch back to 2003. Recent developments on the site by Coastline Housing Ltd. have provided an opportunity to move matters forward and meetings with their Project Director, the Cornwall Council's World Heritage Office and Heritage Buildings Officer, Planning and Building Regulation Officers, our surveyor and possible suppliers of equipment have provided us with a situation where we are tentatively moving forward. A problem has been the acquisition of suitable attractive access that would be suitable for the disabled and acceptable to funders and all the other parties who have an interest in the building's surroundings. We think we may have found a solution; more news in due course.

Has any member experience of air source heat pumps? We'd be pleased to hear from you.

Philip M Hosken

EDITORIAL

Unfortunately, the front cover of the October newsletter, which reproduced the excellent painting *Holding the Candle for Trevithick*, had a terrible mistake in the caption. The artist, Tamar Knight, is a pupil at Calstock CP School and not Callington School as stated.

Such an error must be akin to saying a Camborne man comes from Redruth!

Colin French

Copy date for next newsletter: May 30th



LETTERS TO THE EDITOR

Dear Editor,

HARVEY PRINTERS BLOCK



With reference to the letter and illustration of the Harvey catalogue printers block submitted by Diane Hodnett in Newsletter 150.

At first glance I believed this to be what is known as an electrotype block.

Communication with Diane for some details and further information confirmed my thoughts; it is indeed an electrotype.

My early working life was in the printing industry where I served a six year apprenticeship as an electrotype and stereotype printing plate maker. These being two types of letterpress plates made by the now extinct hot metal processes.

Despite being old technology electrotyping survived until about 1980.

A brief summary of the process: The artwork/drawing was photographed and transferred to a thin zinc plate which was line etched forming a metal copy of the artwork. This was known as an original or in some cases the original was a wood engraving.

The purpose of electro and stereotyping was to reproduce the single original into as many copies as required.

A mould of the original was made using a mixture of bees wax, graphite and ozokerite. (This was superseded by vinyl

sheet after 1945) The mould was dusted in a layer of fine graphite powder thus rendering it electrically conductive. It was placed in an electroplating tank containing copper sulphate electrolyte and pure copper anodes, with the mould forming the cathode.

A thin copper shell was thus deposited on the mould face which when about 1mm thick was removed. The thin shell was then "backed up" with a molten alloy of 2% tin, 3% antimony, 95% lead thereby forming a rigid plate.

The final and skilled operation was planing, levelling and correcting the plate to prepare it for printing. Some plates, including Diane's were mounted on Honduras mahogany to render them type high for subsequent typesetting/composing.

By the time I entered the industry bees wax had been replaced by thin vinyl and silver nitrate was used to create a conductive surface.

Diane queries where and by whom her block had been made. There were numerous makers, therefore it is not possible to say.

The demise and end of hot metal printing occurred rapidly and gave way to modern, electronic, computerised typesetting, composing, plate-making and actual printing. In less than a year all the major newspapers and magazines had converted to the new technology.

Fortunately I saw what was going to happen and left the industry about 10 years before the end. I kept all my tools and to this day can still remember all the lead, tin, antimony alloy formulas for the various hot processes.

Tom Barr,
Mitcham,
Surrey.

ROBERT EDMUND VALE 1925-2010



Robert Vale, known to his many friends as Bob, died in November 2010 aged 85. Bob became involved with the Trevithick Society towards the end of a long and busy life. In 2008 he presented the copyright of his father Edmund Vale's book, *The Harveys of Hayle*, to the Society and then supported us in issuing a new, updated edition. This act of generosity was compounded when he later purchased from a dealer the Vale Archive, which told how the Harvey book first came to be published, and presented that also to the Society. In recognition of this Council made Bob an Honorary Life Member in 2009.

As a very new Publications Secretary it fell to me to pilot the new edition of *Harveys* through the press. I could not have done this without Bob's unstinting support. He brought to the task all his experience from working for Collins the publishers and later as a master printer running his own Ffrancon Press.

Bob was in his early eighties when we set to work but he had the

energy and enthusiasm of a man half his age. He would go to enormous trouble and travel miles to seek out information and resolve issues. While justifiably proud of his father's work, he was unsentimental in making the book a commercial success. Its publication in late 2009 gave him great pleasure and he remained active in marketing and publicising the book up to his death. We remained in close touch and in the summer of 2010, he was reading proofs for our new book on Dolcoath.

It came as a shock to hear last autumn that Bob was seriously ill; one felt that he would go on forever. His own man to the end, he had no funeral, having willed his body to medical science. Phil Hosken and I attended Bob's Thanksgiving Service in the little parish church of Llanrhaeadr where he spent the last twenty years of his life. The church was packed and when the Welsh harpist and the Denbigh Male Voice Choir performed *All Through The Night*, there was scarcely a dry eye in the house.

Graham Thorne

RICHARD (DICK) SNELL

The Council of Management is sorry to announce the passing of Dick Snell at the age of eighty five. Dick was a member for some fifty years and had a passion for steam machinery. He spent most of his working life at Falmouth Docks and upon taking early retirement from their employ joined the National Trust, later the Trevithick Trust, at Cornish Engines at Pool. Dick had a natural way with visitors and became a very familiar face to many at Michell's engine. With his in-depth knowledge of steam he was always helpful to visitors and staff alike. He filled his passion for live steam by being a volunteer driver at Levant. He was a very private man and a devout Methodist and his funeral was held at Carharrack Methodist Church where the Society was represented.

Milton Thomas expressly wished to add the personal comments that he knew Dick for a long time and described him as a clever man, with a friendly disposition, and a good engine driver.

K.J.T.R

SOUTH CROFTY MINE AND THE INDIUM RUSH

South Crofty and its owner, Western United Mines, have never been out of the news since the mine closed near Christmas 1998. It has been involved in planning debates, disputes with the local regeneration team over compulsory purchase orders, recent redundancies attributed to lack of agreement with authorities over development land and news of an ever increasing number of exciting discoveries from its depths. All this news has been received against a background of curiosity as to what is really going on in the mine since it was re-opened in 2006. Following the headline-grabbing announcement that gold had been found we now have indium.

As many members will know, indium is a rare metal that is used in modern liquid crystal screens that are used for visual displays and are taking over from the conventional keyboards. Indium is found in very few places in the world and China, one of the sources, has recently put restrictions on its export.

Crofty reports a kilo of indium is worth £500, a little less than silver, and their assays reveal concentrations of up to 1,000g per tonne with an average of 100g per tonne.

<http://www.miningnews.com/pg/mining/news/77771/rare-metals-found-in-cornish-tin-mine>

P.M.H.

ANNUAL GENERAL MEETING 2011

The Society's Annual General Meeting Weekend for 2011 will be held in East Cornwall. Some small details still have to be ascertained but the main programme will be as follows:-

- **Friday, 13th. May.** Evening lecture on the Herodsfoot explosives works and will be held at the works.
- **Saturday, 14th.** Field trip to Herodsfoot Mine.

Late afternoon – A.G.M. at Hannafore Point Hotel, West Looe

Evening – Annual Dinner at the hotel above.

- **Sunday, 15th.** Field trip to Devon Great Consols Mine in the Tamar Valley

Full details ie. times, grid references and other details will be mailed shortly.

The hotel has accommodation available and when contacting mention the Trevithick Society. Hotel details as follows.

Hannafore Point Hotel,
Marine Drive,
West Looe.
PL13 2DG
www.hannaforepointhotel.com

e-mail – stay@hannaforepointpoint.com
Tel. 01503 263273
Fax – 01503 263272

SOCIETY PROJECTS

The Society is always involved in a number of projects and here is a brief summary of current work.

TOR DOWN QUARRY ENGINE

It has been reported in earlier issues that the Society has been given an air start Ruston 10HRC twin cylinder diesel engine and the Chicago Pneumatic compressor it drove. It also powered line shafting within the quarry to work cutting and polishing equipment. Work is now well under way to dismantle the engine and ancillaries which all have to be moved by mid-April. Unfortunately to date it has not been possible to locate a serial number stamped on the engine and the manufacturer's plate has been removed by persons unknown. Were we able to find this number then we could obtain the history of the engine.

To enable us to make the deadline volunteers are required so ring the Chatline if you wish to help.

SCILLONIAN WRECK

This has been mentioned previously and concerns the discovery a few years ago of a considerable number of cast iron pipes, tram wheels and other bespoke items that had been difficult to identify. The suggestions provided by the Society to diver Todd Stevens and included in his report to English Heritage were described by them as 'very solid'. The quest is now on to try and establish the name of the ship and its route. Todd is currently hoping to obtain permission to raise some items to ascertain foundry marks.

Todd has been doing a lot of the detective work himself and found a few possibilities. One is the Cubana, en route in 1866 from Swansea to Cuba with a shipment of mining parts for the nickel (?) mines in Cuba. We have put Todd in touch with curators at the Cyfarthfa Museum and the National Waterfront Museum at Swansea. Records of the foundries in the area are difficult to find, any information or assistance from members would be much appreciated by Todd at scillydiver@googlemail.com.

THOMAS NEWCOMEN TERCENTENARY 1712-2012

Next year the Newcomen Society will celebrate the 300th anniversary of its namesake's invention and establishment of the piston operated atmospheric engine. Some people (L.T.C. Rolt) believed we had a Newcomen engine at Wheal Vor a couple of years before that. Whatever maybe the truth in that statement it is certain that many of the Newcomen engines were put to work in Cornwall and celebrations will be taking place here. We have already made contact with the Newcomen Society over this and look forward to assisting next year.

HERODSFOOT PROJECT

Some time ago the owner of Herodsfoot Mine approached the Society and asked if someone could visit and interpret the remains. The site is proving most interesting but complicated and research is continuing apace. As members will have noticed we are intending to have a field trip to the site at the A.G.M. weekend and hope we shall have much of the story unravelled in time.



SICILIAN RAILWAYS

Since the Trehella Railways were mentioned in the last newsletter Stephen Jones has volunteered to carry out some research. There are many facets to this piece of engineering archaeology with strong Cornish connections. In addition to the development of the railways there are the stories of the family, its rise to power, clashes with the Fascists, fleeing through France only to be arrested by the Germans in Paris and interned in a concentration camp for the duration; there is also a link to Charlestown Foundry. We have received a great deal of help from members of the Stephenson Locomotive Society concerning railways around the Mediterranean and welcome any input from our members.

SOCIETY WEBSITE

Sean Croft is making excellent headway with the design of the website and is anxious to put as much information as possible into it. While these computer guys can do all sorts of wonderful things, Sean can only do this if you provide him with the digital information you would like to see on our website. He will welcome contributions at webmaster@trevithick-society.org.uk

INVENTORY PROJECT

We are looking for someone in the Camborne area who is happy making a stock inventory. This person would ideally have some computer skills and patience. Please respond in the first instance to Kingsley at 01209 716811.

DENIS PAPIN TERCENTENARY



We have heard from the Lord Mayor of Chitenay and his deputies, with the participation of the town of Blois, that the CVDP (Denis Papin Steam Circuit) is preparing the Commemoration of the Tercentenary of Denis Papin's death. It will take place in Chitenay, a town 15 kilometres from Blois on July 5th, 6th and 7th 2013. They have invited us to attend with our Trevithick Camborne locomotive. Just what will happen we do not know yet but this is advanced notice to enable members to start planning their holidays in 2013. Some information at <http://cvdpchitenay.free.fr>.

SUNDRY PROJECTS

Society Curator, Pete Joseph, is also digitising the Brook Index, involved in 2 projects digitising IA-related 35mm slides for the Kernow Centre, recording parts of Herodsfoot explosives works for a Journal article, researching Wheal Langford on behalf of the owner, and has surveyed the Tor Down engine loadings prior to engine's removal. With others he is surveying and recording Tregrehan Consols, St. Austell, Trelubbs streamworks, and working on a report for Port Cornaa Bellite factory, IOM and hoping to organise a trip to record the Lancashire Explosives Works.

P.M.H., K.J.T.R and P.J.

KING EDWARD MINE

Much attention has been given over the last few weeks to the new winder house. Some of the heavy artefacts have been moved in to help decide how best to display them. Much time has also been devoted to meetings at which the design of the panels to accompany the artefacts has been discussed. These have proved somewhat protracted and frustrating discussions at times but the panels are now in the course of production.

On the subject of the winder house an interested problem has arisen. In the interests of costs we use rainwater to work the mill and collect from the museum roof to fill the large tank adjacent to the winder house. Since the winder house has been built and, the resultant changes to roof valleys, were are not collecting sufficient water so we are now working on how to alter launders and downpipes to effect a larger catchment.

The refurbishment of the survey office lecture theatre continues apace. The new windows have been fitted and the electrics for the new projection equipment has been installed. We are awaiting the new window blinds after which the carpet will be fitted, which, hopefully will put an end to the "cold feet syndrome" from which many have suffered during meetings, in fact, we shall expect larger audiences for society meetings now it will be a home from home!

Tony Bunt, our groundsman, has planted a quantity of thorn bush cuttings around weak points of the site perimeter to deter unwanted visitors. Sadly we do get the occasional two legged ones and recently had some four legged ones but Tony "Gaucho" Brooks dealt with that!

Shortly we have meetings with Cornwall Council staff and museum/tourism consultants on our future strategy and how we can diversify and progress the site. Plans are now well in hand for this year's Open Day on Sunday, 1st., May when, as usual, we shall have something of interest for all the family.

SLIDE SCANNING

Having scanned the Holman slide collection, Denys Bryant has now completed a set of shipwreck slides procured by Philip Hosken.

The Adolf Vinnia on the Lizard in 1923 is shown immediately below and the breaking apart of the Bessemer City is seen at the bottom of the page.

CNF.



DO YOU TWEET?

While we are sure that many of our members have never tweeted and have no aspirations to do so, we have to remember that this Society was built on the cutting edge technology of Cornish engineers and inventors. If we are to encourage young engineers to follow in their footsteps we have to provide the communication technologies of this Century.

We are fortunate, in an age when the Dalai Lama tweets, to have young James Croft, a member who has volunteered to handle our Social Media and electronic inter-communication. He will have a separate e-mail address at socialmedia@trevithick-society.org.uk where he will be happy to receive Tweets and items for our Face Book site. In order to make this work our astute members who are young at heart need to submit things to him on a daily basis so that the Society has a daily/weekly news and diary online. He would need to be kept up to date on all activities we want people to know about, any breaking news, progress reports, births/marriages/deaths, events we attend, new projects, old projects which have made new friends etc. etc. etc.....

We anticipate that the feedback from this Social Networking will contribute a significant part of the Society's transfer of knowledge, source of new membership and input of ideas in the future.

Social networking is powerful stuff, as I write Middle Eastern dictators are falling before its onslaught.

P.M.H.

RALLIES AND SHOWS

The Society intends to have a presence at the following events during the 2011 season.

- Camborne Trevithick Day – Saturday, April 30th.
- Launceston Steam & Vintage Rally – 28th., 29th. & 30th. May.
- Bude Heritage Day – Sunday, 7th. August.
- West of England Steam Engine Society Rally at Stithians Showground – 19th., 20th. & 21st. August.

Other events may come on-stream in the meantime.

Volunteers to join the Canary Crew and share the excitement are always welcome. Ring the Chatline for details.

K.J.T.R

PRESTIGE IRISH AWARD FOR TREVITHICK SOCIETY BOOK

The Industrial Heritage Association of Ireland has awarded its Silver Medal for the best book on Irish Industrial Heritage of 2010 to our member Diane Hodnett for her book, *The Mines of West Cork*, which the Society published last summer. Diane, who comes from Troon, will be presented with the medal at a ceremony in Dublin on 9th March. The awards are sponsored by the Irish Electricity Supply Board. Congratulations to Diane for this splendid achievement. The initial print run of this pioneering work has almost sold out.

Graham Thorne

THE PUFFING DEVIL

The crew should soon awaken from their winter slumber and start to get things ready for the new season. The engine will have to pass its annual boiler test in May and will be steam cleaned and given a fresh coat of paint soon. There is relatively little maintenance work to be undertaken this year. The chimney needs a couple of new brackets to seal one of the joints, the trailer's brakes need checking and the seals on a hydraulic ram, on the trailer, are due to be replaced. Sean has made a new front baffle from mild steel. This sacrificial plate protects the fire door, etc. from receiving the full force of the fire.

The first outing for the Puffing Devil in 2011 will be on Trevithick Day in Camborne (always the last Saturday in April), followed on the Sunday by its appearance at King Edward Mine. It is planned that the crew will appear in costume on Trevithick Day as that greatly

adds to the atmosphere of the occasion. To this end Sean and Mark are having costumes made.

The only other confirmed booking is at the Troon Mid Summer Festival on Saturday 18th June. The engine will undoubtedly be on show at the West of England Steam Engine Society rally at Stithians in August and there are other possible outings under discussion.

J.W.



MODEL CORNISH BEAM ENGINE

John Mudge, formerly a copper smith at Swindon Locomotive Works, kindly sent me cuttings from an old railway magazine dating back to 1962 (Vol.1. No. 8). which are reproduced here:

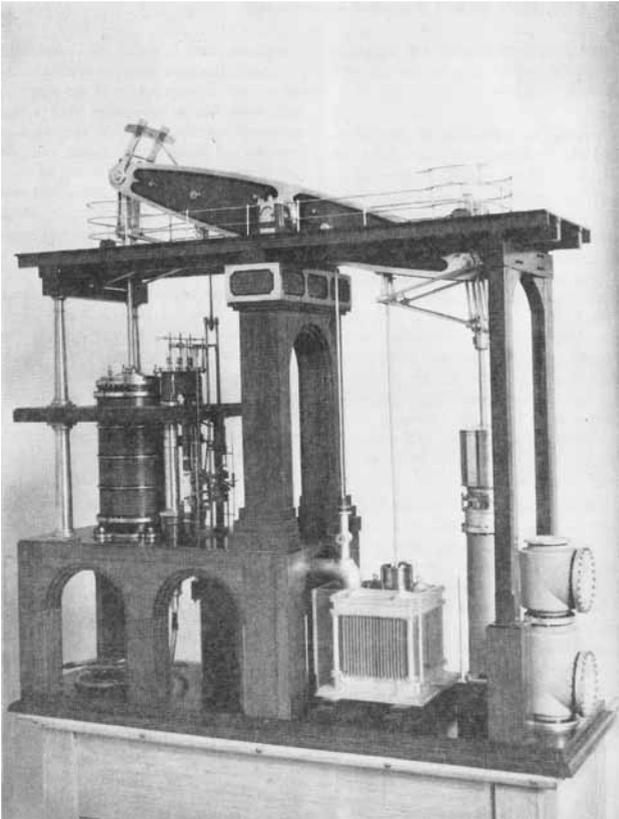
To many, mention of a water pump conjures up a picture of a small room with nothing more interesting than an electric motor humming away alongside some rather peculiar pipes. So rapid has been the development of methods of pumping water, and so quickly have the old steam pumps been demolished, that they are almost forgotten. This model of a Cornish Beam Pump gives some idea of the care given to design which, in my opinion makes them visually artistic. The

workmanship put into their manufacture is a tribute to the craftsmen who built them. They certainly had a pride in their job, which, over the years, has given those who operate the engines an incentive to take pride in maintaining them and give that little extra care and attention which makes all the difference in obtaining that "Rolls Royce" effect of a quiet smooth-running machine.

The model to one-sixteenth scale, is of an engine made in 1879 which worked for 80 years. It is made from aluminium alloys obtained by melting down such things as a motor bicycle crank case, and old kitchen utensils, to make the castings which in turn were machined or filed into shape. Before a casting is made, the shape of the part is made of wood as a pattern. A special scale rule makes allowance for contraction of the metal

which is larger in its molten state. The pattern is used to give shape to a quantity of moist sand in a box and on removal of the pattern the impression left in the sand is known as the mould, which, when dry, is filled with the molten alloy and left to cool. There is a lot more to it than that, as quite a lot of know-how is necessary to make a workable pattern, and having gone so far, one realises the skill required in making the mould correctly and even in the pouring of the molten metal into it. The thrill of removing the sand from the gleaming white casting is a recompense for the time and labour involved and makes one very careful not to spoil the casting when machining it to size.

In contrast to the making of parts of the model which required to be cast, is the building together of the many small parts of the valve gear, consisting of peculiarly



shaped levers with hand holds scaled to size, in the making of which, watchmaker's tools were used. Owing to the small size of these parts, steel was used in place of aluminium to give strength, for the cross section of a one-sixteenth inch diameter rod is 250 times smaller than the original 1" diameter, with a consequent loss of strength many times greater in proportion to its size. There is a great temptation to solve the problem by departing from the true scale and using larger parts, which, in my opinion, is a retrograde step.

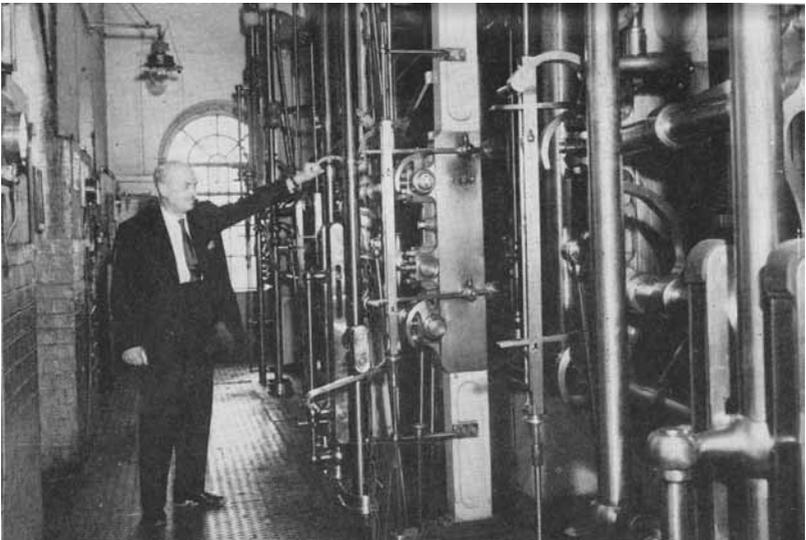
A Beam Pump Engine is housed in a tall square building at the edge of a well or shaft with the cylinder and half the beam inside the building, which has to be strong enough to support the centre of the beam and its load of pump rods well above ground level. This presented quite a problem when making the model, for the enginehouse gave stability which was difficult to reproduce with pillars. Eventually satisfactory results were obtained by passing a long bolt through the centre of each pillar from the top floor level to the bottom bed plate.

There is an interesting feature in the construction of the steam condenser, which is one of the early types in which the steam enters in the centre of the tubes with the cooling water circulating in the tank containing the square headers with over 400 tubes. The fixing of these tubes in the top and bottom tube plates was a test of patience and when completed the whole had to be placed in a perspex

tank to enable the construction to be seen. The same principle was applied to the suction and delivery valves of the pump as each valve has a cup-shaped shell which moves up and down to allow water to pass through, and which, when closed, rests on four separate seats, fitting perfectly on each seat to make it water-tight. When this was accomplished, the box or casting in which these valves are normally housed was given a perspex cover for examination purposes.

The model itself was many years in construction, and, but for the powers of persuasion of another "model man" (George Robinson), it is doubtful whether the general public would ever have had the opportunity to admire it. Once revealed, it soon hit model engineering headlines and was awarded the Model Engineer Championship Cup and the James Cribbin Cup.

The model was made by Mr. T.C. Stephens "at home" at Sudbrook, where he was Works Manager. He is shown at the controls on the first floor of No. 1 Engine House in the photograph below. The equivalent position on the model would be on the floor immediately above the arches.



BOOK REVIEW

Dolcoath Mine; a History. by Allen Buckley. Trevithick Society. p. 462. Many photographs: colour and black and white. Many maps, plans and illustrations. Hardback £36.99. Softback £25.99.

From the start, this book has to be viewed as the first truly comprehensive account of the history of Cornwall's premier mine. Other notable attempts to document this vast and complex enterprise have been made since the 1800s, but none have achieved quite what the author of this book has.

The evocative Dolcoath is a legend in Cornish mining, viewed as a grand and stately mine and is still thought of with much pride amongst those whose families once toiled there. The name is synonymous with the good and the great of Cornish mining history, and to some extent, even *world* mining. Famous engineers, inventors, assayers, adventurers and families all appear in the history of Dolcoath.

The book has the author's trademark attention to detail and prolific use of original source material, the latter requiring an inordinate amount of time in searching for original documents and trawling through cost books and other records. It would not be an exaggeration to say that this well-presented book is the result of many years of research.

The book gives one a great sense of the people that made Dolcoath what it was. Every aspect of the mine's activities are included, from the contracts of miners and other workers, to their working conditions, the formation and running of the mine, and its mineral sales and profits and how they all interacted to form a working metal mine. The book also touches on the daily lives and politics of the people involved, both local and international, that affected the mine through its long and illustrious history.

The printing quality and layout

combine to produce a very readable tome in a nicely manageable size (18 x 24 cm), despite being over 460 pages long. The photographs used in the book are well chosen and are of excellent quality, in both black and white and colour. *Dolcoath Mine; a History* is an essential purchase for those even remotely interested in Cornwall and its mining history.

DM.

EAST POOL NAME REVIVED

The National Trust have dropped the name Cornish Engines for the Michell's Whim and Taylor's Shaft at Pool and instead have reverted to calling the site East Pool Mine.

Hopefully, the regeneration people will take heed and quietly drop that dreadful name "Heartlands" in favour of something more appropriate to Pool. Currently, Robinson's Engine House is clad in scaffolding and there appears to be much activity on site, following many years of intense inactivity typified by a plethora of men in grey suits peddling their 'visions' for Pool. Having ripped the heart out of Pool it is certainly good to see something happening.

CNF.



SOCIETY MEETINGS

Society Programme

Sat., March 19th.

Field trip to Falmouth Docks. Meet at dock gates at 0-30am.

Tues., March 22nd. ECB.

Fire Setting. An illustrated talk by Rick Stewart.

Tues., April 5th. ECB.

Geology & Industry of Caradon Hill. An illustrated talk by Chrissie Le Marchant.

Fri., April 8th., KEM.

Harvey's of Hayle. An illustrated talk by Kingsley Rickard.

Fri., June 10th., KEM.

The Cornish Range. An illustrated talk by John Woodward.

Fri., July 8th., KEM.

The Development of the Motor Bus Industry in Cornwall. By Andy Richings of the Westcountry Historic Omnibus & Transport Trust.

Fri., Sept. 9th., KEM.

Lead Mining Month. An Open Seminar by Colin Short.

Sat., 10th., Sept.

Field trip: The lead mines at Porthleven. Led by Colin Short. Meet 10-30am. Take road to Loe Pool and park in first car park.

Fri., 14th. Oct., KEM.

The Early History of Teetotalism in Cornwall. By Dr. John Lander

Sat., 29th. Oct.

Field trip to Wheal Benny led by Stephen Docksey. Meet Lockett car park 10-30am. Due to very limited parking at the site we will car share from Lockett.

The West Cornwall Branch meets at Meets at King Edward Mine (KEM) at 7.30pm.

The East Cornwall Branch (ECB) meets at the Public Rooms at Liskeard and commence at 7-30pm.

Film Shows

The Society is proposing to screen more of our films and to that end we are showing the same films on three successive evenings in March as follows:

March 28th.

Wesley Chapel, Chapel Street, Camborne.

March 29th. and March 30th.

Camborne School & Community College, Cranberry Road, Camborne.

Ticket arrangements are not yet finalised so see local advertising for details.

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Treasurer: Stephen Thomas

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.

The views expressed in this newsletter are those of the authors and not necessarily those of the Trevithick Society.

ANNUAL SUBSCRIPTIONS:

Student members (under 21)	£5.00
Individual members	£20.00
Family/joint members	£25.00
Overseas members	£25.00
Corporate members	£25.00

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The Chatline: 01209 716811

<http://www.trevithick-society.org.uk>