



THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK
NEWSLETTER 156 SUMMER 2012



AGM weekend: members enjoying a tour of the arsenic works in the Kenidjack valley.

Reg. Charity
No. 246586

CHAIRMAN'S ADDRESS

Readers of this column over the years will know that it has been used to advise the progress, or failure, of this Society to acquire a home of its own.

Many people have been involved during the past year in this cause. At King Edward Mine the owners, Cornwall Council, are keen to see this World Heritage Site become self sustaining. To do this it is considered that it will require a substantial investment to renovate the Grade 2* buildings and prepare some of them for alternative use. The CC is currently preparing a sizeable application to the Heritage Lottery Fund in this respect. If successful, it is very likely that the operation of the mine will be vested in King Edward Mine Ltd., a company that has successfully operated the site in recent years with input from this Society.

The other World Heritage Site is the last remaining original building on the former Holman Bros. No 3 Works site in Trevu Road, Camborne. It was built as a showroom adjoining the railway at the turn of the C20th when most people arrived in Camborne by train.

In a very generous offer by Coastline Housing Ltd., the site owners, the Society can acquire the building with the stone parapet reinstated and the original style Holman Bros. lettering restored: opportunity here for three drills?

There is the additional opportunity in the future for a steel framed former car showroom owned by CC to be erected next to the KEM buildings as a form of 'Engineerium'. These developments at KEM would enable more work to be carried out on the Society's stock and to display them to the public.

Developments at Trevu would establish an international Trevithick/Holman heritage, education and communication centre in Camborne. The Society has prepared a major HLF application to achieve this.

All the above will require the Society's considerable resource of documents and artefacts to be digitised and brought up museum standards. We are awaiting the outcome of our Your Heritage bid to the HLF.

There is currently an opportunity to acquire one building and participate in two others. Maybe we get all three, just two, only one or none at all! All this will take years.

Philip M Hosken

EDITORIAL

I wish to thank all those who contributed articles to this wide-ranging newsletter and to Beatriz Cryns-Fishwick who kindly emailed a large selection of photographs of the AGM, from which to choose the ones reproduced here. Due to the volume of text I have had to shrink many photographs. I hope they retain their clarity.

Colin French

Copy date for next newsletter: Sept. 15th



Established 1935

LETTERS TO THE EDITOR

RIDING THE BEAM!

Dear Editor,

My wife and I, are just back from a holiday in the Harz Mountains of Germany, an area similar in size to Cornwall, on the border between the former East and Western Sectors.

When deep in the forests between Hanenkles and Lutenthals, we stumbled across a full sized working 'Man Engine', as used around Cornwall, (Levant and Caradon's 'Jope's Shaft'), during the nineteenth and early twentieth centuries.

These Man Engines, used to carry the workmen down into and up from the mine working areas, were powered in the Harz Mountains by Water Wheels several hundred feet down into the valleys, with two scissor like rods connected to star like wheels above the Man Engine. As the wheels were pulled from the 90 degrees at 6 o'clock to 45 degrees, 3 o'clock, the beams were lifted and then lowered as the rods were shunted to and fro, but working in twos, counter balancing each other with one going up whilst the other went down.

We then trekked, (foot blistering), to the Lutenthal Mining Museum, where we found another full-sized Man Engine operating in the entrance to the Mining Museum and Visitors Centre.

Inside the museum were also models of the Man Engine and Pumping systems used down to 2000ft depth, all by water power, operating from the sixteenth to the twentieth century. Water can only be pumped 12ft up, so cisterns and pumps had to be placed all the way to either the surface or adit levels.

We tend to overlook the expertise of our Cornish Miners in their use of water power both along the surface and underground, but here were water wheels underground providing power to many other sources. But of course, the Germans had fast flowing rivers and giant, (Wheal Martyn), sized Water Wheels to do

their work. But, No Steam Engines!

Their Mining was for Copper, Lead and Zinc, 'No Tin' and 'No Granite', but most house roofs and walls were clad with cut slate rather like fish scales!

So therefore how did our 'Matthew Loam', (Parade House, Liskeard), bring this technology to Cornwall, did he visit the Harz Mountains, or did those needing our 'Tin', bring the technology to us, so trading the need of our Tin for nineteenth century technology?

On the tours of Goslar Town and the Rammelburg, (East German Mining Systems), there was a constant mention of the purchase, dependence and reliance upon 'Tin', from Cornwall, for the manufacture of bronze.

We did go underground and found it all most interesting (that of which we could understand!), and cold, wet and dirty. Their systems of extracting the minerals from the ores was somewhat different and more complicated than ours.

But unlike here in Cornwall, as the German Mines closed, the sites had to be cleared and returned to its natural state, so although all former mines are marked with signposts and information boards, little evidence remains outside of their working museums.

Unlike the poverty of the Cornish Miners, the German Miners were housed in large Company Barrack like Hostels. And all were issued the most elaborate walking out dress and uniforms for parades, etc.

Each of the German Mines had also an underground Chapel!

There may be more on:
www.lautenthals-glueck.de

We were in the Harz Mountains on a series of Steam Train Excursions, courtesy of: 'Trey'n Holidays'. (email: trey'n@raiholidays.com).

We then took another couple of days in Brussels, to visit 'Hans sur Lesse', in the Ardennes, to enter Europe's second largest underground caverns.

Duncan Paul Matthews
(Liskeard)

THIEVES STRIKE AT TREVITHICK

Unscrupulous metal thieves are scouring the country without regard to history or people's feelings. They struck in Bridgnorth recently.

They stole the copper plate erected in 1949 to commemorate the work of Richard Trevithick and his friend John Rastrick. The plate was fixed to the clock wall near the river bridge and had been lovingly polished over the years. Its inscription read,

*To the Memory
Of two Great Engineers
Richard Trevithick
B 1771 D 1833
Inventor of the
High Pressure Steam Engine
And
John Urpeth Rastrick
B 1780 D 1856
Great Railway Engineer*



*Near this spot in Hazeldine's Foundry
Rastrick built in 1808
To Trevithick's design
The world's First
Passenger Locomotive Engine*

Erected Nov 1949

The copper plate has been replaced with a plaque.

DEVONSHIRE ASSOCIATION I.A. SECTION

The first programme of the Industrial Archaeological Section of the Devonshire Association (IASDA) is now out and the 2012-13 period starts on Saturday the 8th September with a Plymouth water tour that is described as highlighting the growth and industrial history of Plymouth. Tide, time and weather permitting, we plan to take in the Plym estuary, cross the Sound and explore up the Tamar to Stonehouse and Devonport - hoping to reach Laira Bridge and/or the Tamar bridges at Saltash. Ingredients will include breakwaters, docks and wharves, together with tide mill, naval victualling, quarrying & industry, power generation, shipbuilding, railways etc....

For further details of this event go to:

[http://www.plymouthhoecruises.co.uk/
findus.htm](http://www.plymouthhoecruises.co.uk/findus.htm)

or

Bill Nichols
Newcourt Farmhouse
Silverton
Exeter
EX5 4HT

Further details of the 150 year old Devon Association's programme are available at www.devonassoc.org.uk

P.M.H.

DAY OUT IN TAVISTOCK

Following an invitation from the Robey Trust the Society's familiar yellow tent attended the Tavistock Steam Fair in June (see photograph below). Several steam engines, a hall full of working exhibits, a tractor parade and numerous other stalls made for a convivial if rather wet day. Our thanks are due to Kingsley Rickard, George Wilson, Stephen Docksey, Team Manley and Phil Hosken. It is planned that the tent will be at the Bude & Stratton Heritage Day on Sunday 5th August.

Invitation to members. The Robey Trust has made considerable progress in recent years and will have a number of its engines on display as it invites members of this Society to lectures and a tour of its workshops on 13th October. Details and transport arrangements from:

George Wilson
01209 711685
gbwilson@macace.net.

P.M.H.

HEARTLANDS OPENS

Thousands attended the opening of the Heartlands visitor attraction at Pool curious to see where the £35 million budget had been spent. When the project began the site had the complete layout of the late nineteenth century workings of South Crofty mine. Much of that has been swept away whilst retaining a central core of mine buildings with Robinson's engine house forming the focal point.

This free attraction (except for car parking charges) will be of interest to members because Robinson's engine and other mining remains, such as the winder, can be visited, plus some of the displays (particularly the video ones) are worth seeing. The mine buildings they have retained appear to have been well conserved, however, the whole site has been hermetically cleansed and has completely lost all sense of having once been South Crofty mine.

Surrounding the 'World Heritage' core are piazzas, performance spaces and arty shops, a large cafe, offices and a theatre of sorts. The bulk of the remainder of the site consists of gardens representing the continents where Cornish miners emigrated, a large children's play area and a sizeable expanse of lawns. One good point is that the Cornish hedges

they have built have used stone from on site. Sadly, they have completely destroyed the known sites for extremely rare Red Data Book mosses and liverworts.

As attractions go it will patently struggle to attract large numbers of visitors, except by staging special events.

C.N.F.



THE PASTY TAX

They say that all advertising is good advertising. No one in the country can have failed to have heard about the so-called 'Pasty Tax'. While the proposal in the Budget was aimed at a variety of foods served hot for consumption off the premises, it was the humble pasty that received most of the attention. That attention then focused on Cornwall where the pasty is reputed to have been the stable diet of the miner and other industrial workers except fishermen as a pasty on board could bring bad luck.

Life was short in those days and one has to wonder if a surfeit of pasties was not a contributory cause of death along with silicosis, stannosis and falling down shafts.

Today the pasty is eaten and enjoyed by all echelons of society. Visitors to Cornwall's pasty shops should be aware that a pasty or sausage roll purchased from a warming cabinet is likely to attract VAT in the current manner of the hot roast chicken. Pasties cooked and left to cool are not subject to the tax. The answer seems to be to await the next batch coming out of the oven.

That leaves us debating the contents of the pasty and whether it should be crimped over the top or around the side. The ubiquitous latter form, now a part of EU legislation as Protected Geographical Indication (i.e., pasties can only be called 'Cornish' if made within Cornish boundaries) is the easier and quicker to make and has been adopted by most manufacturers except The Lizard Pasty Shop.

P.M.H.

PROPOSED IRISH VISIT

Sadly the proposed visit to Ireland has had to be cancelled due to insufficient numbers expressing an interest. We wish to thank those who did make contact.

PUFFING DEVIL

Before the season started the crew pressure washed the engine clean then painted it with special heat resistant black paint.

The first outing for the engine was on 14th April when it was parked in Trelowarren Street, Camborne as a part of the celebrations to mark the launching of the town map. A parking permit was obtained from Cornwall Council which we were told had to be displayed in the vehicle's windscreen!

Trevithick Day proved to be the best one yet for the engine. We could not use the car park of the old Kerrier District Council offices due to renovation work there, so Glasson's garage kindly let us steam up in their car park. The crew assembled at 6.00 am and the fire was lit soon after. This year we managed to get steam up in record time thanks to a heater fan from a Volvo. This had been adapted to fit over the air intake of the firebox and, once connected to a car battery, it blew a steady stream of air under the grate creating a roaring fire. From a distance it looked as if the Puffing Devil was being jump started.

Thanks to the heater fan 100 psi steam pressure was attained in record time and we enjoyed an excellent drive up the steady but gentle incline to our pitch in Basset Road, which was remarkable because the engine did not lose steam pressure during the journey and it was the first engine in Basset Road. Normally it is the last.

Being the first engine we were soon surrounded by the dedicated steam buffs wielding their expensive digital SLR type cameras.

During the morning John Woodward was talking to a family with three young children. He offered to show the children the engine and so, one entered the sheep fencing to be shown the engine at close quarters, whilst the other two children patiently waited for their turn outside. Other families, immediately

thought a queue had formed and, before you could say "Puffing Devil", there was a line of a dozen children ready for a guided tour of the engine.

The engine performed beautifully all day and the crew enjoyed a very pleasant journey through the town down to the foot of Camborne Hill, by Tehidy Road Post Office. The moment when we reach the town clock is always special as that is when we are first greeted by thousands of cheering and clapping people. At the base of Camborne Hill we readied the engine and waited in the sunshine for the streets up ahead to be cleared. A traction engine then makes the hill climb to ensure all is well. Our turn came and we set off at a brisk but steady pace and this year the engine was completely unphased by the ever steepening hill and powered to the apex with little loss of steam pressure, where we briefly stopped to show our appreciation of the massive crowd, who were then treated to a procession of nearly thirty traction engines following on behind.

Thanks must go to Richard Olds who houses the engine and transported it to and from Glasson's garage, and to Molly and Martin who assisted the crew with preparing the engine for the season.

The engine was present at King Edward Mine for their open day, however, due to the atrocious weather was left unmanned.

To celebrate the Diamond Jubilee, the Hayle in Bloom committee organised an event held along St. Georges Walk. The Puffing Devil was parked at the West End next to the Performance area.

Richard Olds brought the engine down at 9.00 am and the fire was lit. Steam pressure rose very quickly and soon the engine was turning over. The Society pitched its tent next to the stage, fortunately up wind of the engine. The coal we were using produced a lot of smoke when the engine was cold which blew straight down the stall line and consequently we were getting some dirty looks for the first half an hour. Once the engine was up to temperature the smoke eased off and we all had a most enjoyable day.

The Engine is provisionally booked to have its boiler test during the first week in July.

Upcoming Events

- The Puffing Devil is supporting Camborne Town Youth Band attending the East Pool Mine on Sunday 21st June as part of the cultural Olympic celebrations.
- Troon Mid Summer Feast which this year is on Saturday 30th June.
- Camborne Show (unsteamed) on the 21st July.
- The West of England Steam Engine Annual Rally at Stithians Show Ground on the 17th, 18th and 19th August.



Congratulations to John Woodward who was awarded with a certificate of commendation for the restoration work on the kissing gates at Padstow Parish Church by the Cornish Buildings Group. Special thanks to Sean and Martin for their help on this project. Apart from the three main building plaques presented this year, two Commendation for Craftmanship Certificates were awarded for outstanding restorations work - i.e. John Woodward, and the National Trust for restoring a door at Lanhydrock House.

LEVANT REPORT

The seasons steaming season was started earlier than usual in February, and visitor numbers have been promising. The repair to the pressure reducing valve has now proved itself and the whim is running very well. Recent tests on the alignment of the parallel motion have shown that one drop link is 5/16ths of an inch longer than the other, and this may be causing the slight noise within the cylinder when the piston reverses at bottom dead centre. The engine has run for many years like this and discussions will take place to decide if rectifying this will make matters better or worse.

The evening candlelit steaming sessions have commenced every Thursday in conjunction with Geevor Mine, and the walks and talks will be hosted by Mark Harandon from 8 - 10pm until August 9th. Further details can be obtained from Anthony Power on 01736 786156 (not Saturdays).

Many thanks are extended to all those that contributed to the successful running of the Trevithick AGM weekend. The Commercial Hotel in St. Just provided us with a tasty meal and it was interesting to see some of Richard Trevithick's original drawings and Peter Badger's model. Just a pity that he didn't steam it, but that would not have been appreciated by the management! The walks around our part of West Penwith were truly enlightening ending with a fantastic tour underground at Rosevale Mine, where the efforts put in there are truly remarkable.

I am pleased to report that several new volunteers have joined us recently, and it is encouraging to see that one of them is merely 18 years old.

Ron Flaxman

THE MUSEUM OF MINING AND INDUSTRY OF ASTURIAS, SPAIN

Asturias is one of the most stunning provinces of Spain. Perched between the Picos de Europa to the east (highest peak is 2,648 metres!) and the Cantabrian Mountains to the south, the autonomous community of Galicia to the west, and the Bay of Biscay to the north, it provides landscapes for all tastes, be it white sandy beaches hidden between cliffs, or the mountainous interior with peaks often covered in snow.

Culturally, there is a lot to see and do in Asturias. The Northern "Camino de Santiago" crosses this autonomous community, which has left us a wealth of beautiful small Romanesque churches, some of them in remarkable condition.

It was one of the areas where "homo sapiens" settled, fleeing from the Ice Age during the Upper Palaeolithic, and so we can visit several caves with cave paintings that date from 22,000 to 10,000 BC.

The Cantabrian Mountains are home to brown bears, and there is a 22 km walking or cycling trail, at the end of which there are two resident bears living in semi-captivity.

The Asturian cuisine is something else. Rich in fish and seafood, as well as superb beef, often accompanied by a large variety of beans, with yummy desserts, and all washed down with local cider.

And then there are the coal mines and the steel industry, both sadly in decline, but still active.

The Museum of Mining and Industry is well worth a visit, specially on a rainy day - which happens quite often in this part of the world! It is a purpose-built building with an imposing head gear towering over the domed central part. Outside, don't miss the superb winder with flat plaited steel cable. Inside, there are life-sized reproductions and models of various inventions that take you through the

history of mining, all beautifully explained on panels and in videos, but alas! only in Spanish. There are even several steam winding engines and mill engines!

In separate sections, one can see the different aspects connected to mining: one shows an explosives lab of the late 19th Century; another shows a mining infirmary and goes into detail about the medical instruments used at the time; yet another one reproduces a dry, the social centre for the miners; and then there are sections dedicated to the lamp room, and to the rescue workers.

However, the highlight is a guided tour of the show mine, accessed via a lift that resembles a cage. The tour takes about 40 minutes, and is on two levels, showing the different types of timbering, mining operations and internal transport.

For more information, visit:

<http://www.mumi.es/>.

For more information on Asturias, visit:

<http://www.asturias.es/portal/site/infoAsturias/>

Beatriz Cryns-Fishwick

TREVITHICK SOCIETY PUBLICATIONS

Price List: 1st April 2012 and until further notice

Bickford Smith 1831-1931 £9.99 (reduced from £14.99)

Cornish Engines and Men, Trounson £4.99

Cornish Explosives, Earl £25.00 (reduced from £35.00)

Dolcoath Mine: A History, Buckley Hardback £36.99 Paperback £25.99

Drawings of Levant Whim, Rowe £6.99

Hard Graft: Botallack in the C20, Joseph £16.99

Harvey & Co. 1884 Catalogue £11.99

Harveys of Hayle, Vale Hardback £35.99 Paperback £19.99

Holman Tin Dressing Catalogue £7.99

Levant: Champion Cornish Mine, Corin £7.99

Marconi at The Lizard, Rowe £7.99

Mechanical Methods of Dressing Tin Ore, Moissenet £18.99

Metal Mines of West Cork, Hodnett (Reprint) £17.99

Mr. Lean and Engine Reporters £3.00 (reduced from £4.99)

Perran Foundry 1870 Catalogue £12.99

Tin and Diamonds, Leith £4.99

Liskeard & Caradon Mining District, Webb & Geach £10.99

Early Mining Photographs, Ordish Hardback £25.00 Paperback £16.00

Cunnack Manuscript, Ed. Brooke £2.00 (reduced from £4.50)

Mine Accidents St. Just, Joseph £2.99

The Oblivion of Trevithick, Hosken £30.00

Trevithick Society Journals

Back numbers, as available

Old Style (up to 2006) £2.00.

New Style (from 2007, excluding current year) £4.00.

Current Year £6.00 until next issue published.

All other Society publications are now out of print. They can generally be found through specialist second hand booksellers and the website www.abebooks.co.uk

Graham Thorne

Publications Secretary



KING EDWARD MINE

We are now into the Summer season and I use the term loosely! Open Day was subjected to a monsoon. It meant we could do nothing outdoors at all and we even had to close the car park field as we had visions of towing unfortunates back onto the road. In spite of the conditions we had some five hundred damp souls arrive hoping to be entertained, and this we dutifully did. We accommodated the band and dancers in the mill and entertained people with mill tours, chats in the museum etc. and everyone, in typical British fashion, stoically enjoyed themselves.

The Mining Games were a resounding success, in this case helped by dry conditions. We had good numbers of visitors and good press coverage, even making a half page in the Guardian. The student organising body did an excellent job and the whole experience was a tribute to them.

Work still continues on painting outside and as we go to press scaffolding has been erected against the north end of the mill preparatory to cleaning and painting one our highest walls.

K.J.T.R.

TREVITHICK DAY

In contrast to King Edward Open Day we were exceedingly lucky to have a dry day. Business was brisk at the tent with many others just calling in to say "Hello".

It was interesting to meet the deputation from Merthyr Tydfil who were on a fact finding mission with a view to setting up their own Trevithick Day.

Thanks to those who helped during the day:- Phil Hosken, Lincoln James, Roy Kelynack, Dave Mann, Sheila Saunders, Colin Short and George Wilson

K.J.T.R.

ANNUAL GENERAL MEETING WEEKEND

The weekend was a resounding success being blessed with superb weather and with all the field trips well patronised with about thirty on each one. Friday afternoon saw us in the Cot Valley with its lush vegetation looking at the early water driven stamps and brick buddles and then proceeding seawards to look at the leat systems and Wheal Bellan.

The following morning, Saturday, the group met at Botallack Counthouse and moved along the spectacular cliffs in lovely sunshine and with the Scillies very plain to see. We journeyed along to Wheal Cock to examine an ancient burning house and stamps perched precariously on the cliff top then working our way back to Botallack to look down on Wheal Button and the Botallack Crowns. Those who wished to venture part way down the steep slope were shown the mysterious gash in the rock created by winding up the cliff face. All this excitement was then followed by a look at the Botallack dressing floors and calciner.



Bryan Watkins and Richard Fishwick examine Peter Badger's model.

Peter Badger demonstrates his model.



After lunch everyone met up at the Lafrowda Car Park in St. Just then, having made an effort to reduce the number of cars required, journeyed down to the Kenidjack Valley. Once again the wild flower display in the valley was beautiful. We walked down to the sea and saw the buddles and laundry remains, the huge wheel pit and the remains of the enginehouses and flat rods at Wheal Castle and Boswedden Mine. On returning back up the valley we spent a while at the Kenidjack calciners before returning to St. Just for the A.G.M.

The A.G.M. was held in the Commercial Hotel conservatory in somewhat warm conditions, presided over by Bryan Earl. The chairman and Vice Chairman were re-elected and the appointments of Chris Coombes, Roger Mason and Sheila Saunders were ratified as Treasurer, Secretary and Membership Secretary respectively. The meeting was followed by the Annual Dinner.

Sunday morning saw over thirty make their way to Zennor for an underground visit to Rosevale Mine. As always this proved a most interesting visit and our thanks to Tony Bennett, Mike Shipp and Adam Sharpe for their time and

sharing their enthusiasm.

Next years A.G.M. will be held at St. Agnes on 11th May 2013.

K.J.T.R.



Kingsley demonstrating how to milk a Cornish boiler to Bill Newby.

SOUTH CROFTY TO RE-OPEN DRECKLY

Ever since South Crofty mine closed in 1998 there has been speculation about its possible future. There have been reports of substantial mineral finds with leaks of information from underground and the board room. The discovery of rare, valuable minerals including indium and gold has added excitement to newspaper reports. There was the period when the mine was at odds with the local Urban Regeneration Company who wished to close it and threatened the mine owners with a Compulsory Purchase Order. That was quietly put aside when a valuation of the mine exceeded the URC's expectations. Looking at the present state of the Robinson's Shaft engine on the newly opened Heartlands cultural playground across the road from South Crofty, one has to wonder what the URC might have done with the mine and how they could have afforded it.

The mine is currently owned by Western United Mines in which Celeste Copper Corporation of Canada has a 19% holding which it is looking to increase to 25%. Its president, who is also CEO of South Crofty, recently announced the resumption of mining in 2015 with a labour force of about 200 full-time jobs. In the meantime we are told the mine will develop its infrastructure on the surface and below ground. One also has to wonder what they have been doing all these years but if we are patient we will find out.

P.M.H.

GREAT CONDURROW MINE CAMBORNE

Great Condurrow was a tin and copper mine, near Troon, south of Camborne. It adjoins South Condurrow mine, which became in 1901 the King Edward Mine, used as a training facility for the Camborne School of Mines. King Edward became flooded as a result of the

closure of the adjoining Wheal Grenville, which led to the underground activities at KEM being transferred to a small part of the much larger sett of Great Condurrow centred around Vivian's Shaft. In 2008 the Carn Brea Mining Society acquired Condurrow through its 'operating arm' the Botallack Trust and volunteers have been working there since to conserve and repair the buildings and underground levels. I should stress that there is no public access to Great Condurrow.

In 1937 the School of Mines erected a small steel headframe on Vivian's Shaft, Condurrow. It was designed by Head, Wrightson, manufactured locally by Holman Brothers and erected by staff and students from the School. Last July the Carn Brea Mining Society was notified by English Heritage that the frame had been listed Grade II. The reasons given being, that it was the oldest intact example, of eight remaining in Cornwall, and was a rare survival of such small headframes, which were once very common. In Cornwall only the wooden headframe at Wethered's Shaft, Geevor (1909) is nominally older but that was rebuilt after a collapse in 2002.

It transpired that EH had recommended listing in 2005, when they reviewed all surviving headframe examples in Cornwall. When this went out for consultation in 2007 the School of Mines opposed listing on grounds of poor condition and substantial alteration, (but gave no details). In fact the condition of the frame was by no means as bad as CSM implied and a study of Head Wrightson's surviving drawings shows the frame to be largely in original condition. The School of Mines was at that time withdrawing from King Edward and Condurrow and thus unlikely to welcome any listing activity.

The listing describes the headframe as "a particularly complete and unusually small example of a steel girder headframe . . . uniquely constructed for training purposes. The headframe takes the form of a steel girder tower set directly over the winding shaft and is braced by a pair of extended legs called boomstays. The entire frame is braced and triangulated



for strength and set upon elongated bearers which are bolted down to a levelled platform surrounding the shaft opening”.

The listed headframe, rusting badly, now required remedial work. Carn Brea Mining Society had received an anonymous donation of £6,000 and decided to use this for the purpose. No other outside funding being identified, the work was undertaken by Bob Le Marchant, a member of the Friends of King Edward Mine, with help where possible from the volunteers. Early Rise of Troon supplied scaffolding and the Friends of King Edward met other costs.

Bob Le Marchant describes himself as an Engineer for the Heritage Industry. A graduate of Camborne School of Mines, he knows Condrurrow well. Among the projects in which he has been involved are the new Moelwyn Tunnel on the Festiniog Railway's Deviation and the opening up of the George and Charlotte Mine at Morwellham. Now self-employed, Bob will tackle 'anything that is interesting or what I consider worthwhile, hence the refurbishment of Great Condrurrow headframe'.

The first job was to remove rotten wood supporting the boomstays; a solid piece of hardwood sourced from Falmouth Docks was inserted. Work then began from the top with removal of the skip. The frame was shot blasted and then painted with 'International's Interzinc', a grey, two-part epoxy paint with a zinc base. Some items of steelwork were replaced. The work was substantially complete by November 2011; the skip still requires remedial work. According to Bob the project, 'involved the hire of professional blast gear and two and a half tons of grit – graded



blast furnace slag. Three weeks later, I still left a black tidemark in the bath'.

Thus a happy combination of sympathetic ownership, private generosity, skilled management and committed volunteers has ensured the restoration and survival of this important piece of mining heritage.

Graham Thorne

STATUS OF THE TREWHELLA MODEL MINE AT GEEVOR

Since my visit to Geevor last Summer (June 2011) PCH (Pendeen Community Heritage) have firmed up on their decision not to move the mill and to display the other models in store as individual static displays albeit in the same room as the mill.

You may remember that I wrote to Geevor last Autumn suggesting this was a poor decision. Well they did reconsider their decision and came up with the following justification and objectives.

- The uncertainty of PCH's continued management of Geevor as Cornwall Council have made Geevor open for tender this year.
- Some of the models have been languishing in store for many years and it is better that they are displayed even if only as individual static exhibits.
- It is not practical to assemble the models as a working ensemble because they, PCH, would not have the man power to conserve, maintain and operate them.
- Their new objective was to have the models exhibited in the same room where it is intended to explain 19th century mining techniques with an emphasis on processing and the use and evolution of the steam engine.
- All the work to be completed in time for this year's season.



This last objective has been missed and the completion of the display will, I imagine, have to wait till next Autumn when the staff concerned will have finished working as tour guides and become available again to work on it.

Up until last year the aim has always been for the models to be assembled as a working ensemble and all the work that I have done on them has been with this in mind. Therefore, as you might imagine, the decision to make them a static display is not quite what I would have liked, but really, any say I have in the matter is by courtesy of PCH. My uncle gave the models to Geevor when it was a working mine and they are now the property of the Cornwall Council and therefore, at the moment, administered by



PCH. However, to be positive, it is better that the models are on display rather than in store.

Recently my wife and I were in Cornwall for a few days and we visited Gevor to see for ourselves what progress had been made on the static displays. The picture above is of the mill you will note that no work has been done on this since the Holman stamps were put back in their original position as part of the mill. You may remember that back in 2003 it was decided that as the mill would have to be moved no work should be done on it until after the move. The tidying up as a static display will be quite easy and I imagine being left till last. To the right of the mill at a lower level are the two twin cylinder generating sets. The picture below is a close up of the generators as viewed inside a power house. Note the "steam" supply and exhaust pipes. On the other side of the room is the beam engine connected to the Cornish pump and is shown on page 14. It is not a good picture due to reflections from the glass protecting the exhibit. This display is complete and looks good.

Richard Fishwick



TREVITHICK SILVER FOUND IN NEW ZEALAND

While Richard Trevithick is known for his visits to several southern and central American countries his travels were exceeded by his sons and grandsons. Juliet Jenkin, widow of the late David Jenkin, has been visiting Debbie Morrison (née Trevithick) in Auckland NZ. Debbie can trace her lineage back to the inventor, and has a large silver cup inscribed as follows:

Presented with a tea service, cup and salver to Frederick Henry Trevithick by the Officers & Workmen connected with him whilst acting as Assistant Superintendent of the Locomotive and Carriage Department, of the Eastern Counties Railway Company. On the part of the Officers, as an acknowledgement of their high estimation of the Gentlemanly bearing & Kindly feeling ever evinced in all his transactions with them. And on the Workmen, to testify their warmest feelings of gratitude & esteem, for the lively interest he has unceasingly taken in their moral, intellectual, & social advancement, & the strict impartiality on all occasions exhibited in the earnest & conscientious discharge of his official duties.
11th Feb 1856

We do not know the whereabouts of the other items of silver.

From the scant information we hold, it would appear that Richard Trevithick's youngest son was called Frederick Henry T, 1816-1881, and that he had four children. Four of Trevithick's grandchildren appear to have emigrated to Auckland.

It is hoped that Debbie Morrison and her family will come to Trevithick Day in 2013 and bring the cup with them; it may find a home in the Royal Cornwall Museum.

P.M.H.

SO YOU THINK YOU'RE A TREVITHICK

It is not surprising that this Society with its very obvious association to Richard Trevithick should receive enquiries from families with the Trevithick surname seeking links to the inventor. We have received many over the years and are currently dealing with one from Auckland, NZ.*

The late Frank Trevithick Okuno was the last direct descendant of Richard Trevithick known to us who took an active part in the celebration of his ancestor. We would be delighted to find another to carry the crown and we encourage aspiring candidates to do the necessary research.

Many suppose that this Society possesses a tree of the Trevithick family but it doesn't. Enquiries at the Cornish Family History Society have, surprisingly, failed to elicit any meaningful research on our famous Cornishman. We frequently come across useful items of Trevithick family history and are able to answer many queries. But, unfortunately, we do not have the all important definitive tree to put on line. We would very much appreciate assistance in this matter and will happily share what we have with those kind people who are interested in family history. To what your appetites here are some details that are unlikely to be found on web sites or census returns.

Francis Trevithick, Richard's third son, an engineer who wrote his father's biography entitled, *The Life of Richard Trevithick* and his wife Mary had ten surviving children and five of them lie in Gulval churchyard overlooking Mount's Bay near Penzance. Here are the inscriptions on their tombstones, left to right:



1. *Richard Francis Trevithick
Ivy Trevithick
Remembrance (Kitten)*
2. *In memory of Alfred E. Trevithick
Born Sept 8 1853
Died Oct 29 1944*
3. *In memory of Arthur Reginald
Trevithick, C.B.E.
Born August 1858 – Died Sept 1933
Also of his wife Annie Elizabeth who died
February 2nd 1948
Also their son Richard Ewart Trevithick
1891 - 1978*
4. *In sure in certain hope beneath
this cross was laid all that could die of
Frederick
Harvey Trevithick, M.I.C.E. Chief
Mechanical Engineer of the Egyptian
State Railway from 1883 to 1912 who
entered into everlasting joy on December
9th 1931 in his 90th year. He is the
grandson of Richard Trevithick the
inventor of the steam locomotive, son of
Francis and Mary (née Ewart) Trevithick
and perfect and beloved comrade of
Henrietta Kate Trevithick, MD, JP, (née
Cornford) his devoted helpmate and
inseparable companion who gladly
followed him to their eternal home.*

These tombstones tell us a lot and also raise some questions.

* We have been able to tell them that at least three Trevithicks emigrated to Auckland, NZ.

1. Richard Francis went to Japan. If Ivy was his wife was Kitten his Japanese girlfriend?

2. We would like to know more about Alfred Ewart and Arthur Reginald.
3. We would also like to know more about Alfred Ewart and Arthur Reginald.
4. Frederick Harvey's wife was not prepared to have a relatively plain grave similar to that of her husband's siblings. The replacement grave for her and her husband covered a much larger area, was surmounted by a very heavy boulder and a polished red granite cross; it is all sinking slowly. The cross was apparently cracked prior to or during installation.

What is the story of Jane Elizabeth, a 79 year old spinster? Overlooked for love throughout her life she was deprived of her siblings company in death. Although the date of her death was amongst those of her brothers, Richard Francis had died in 1913, and there was room with them by the path in the cemetery she was buried in the background, next to the hedge.

An intriguing family.

P.M.H.



Some thirty yards away is another grave. Its inscription reads:

*Jane Elizabeth Trevithick
Born 27th February 1847
Died 26th September 1926*

BOOK REVIEWS

Forgotten Genius – A Celebration of Past Engineering Craftsmanship, Arnold J. Wade

Very few people today appreciate the ingenuity and perseverance of those engineers and other inventors who paved the way for the Industrial Revolution. Their work in iron, wood and leather during the period 1740 – 1840 provides us today with the design for such things as the plastic pumps found in dishwashers.

As a society that fights for recognition of its namesake we are very conscious of the motivation behind Arnold Wade's search for justice on behalf of those names that are not commonplace today.

Read for reference or curious fascination the author's work reflects his training as a toolmaker followed by employment and subsequent teaching in design and technology.

Profusely illustrated with drawings that are carefully designed to explain the operation of the inventions they depict, the book brings together the years in which the author accumulated the wealth of information that is such a joy.

The amusing anecdotes draw together the inventions with those who used them. We learn how the itinerate

master builder used his rods, poles and perches and why wind mills rotate in an anti-clockwise direction.

Those who were fortunate to have been taught by Wade are likely to be much better, more interesting people as a result. We can acquire much of that knowledge from an enjoyable read of the hard-backed, jacketed book of some 145 pages, published and well presented by United Writers Publications Ltd. of Penzance. www.unitedwriters.co.uk. It is available at £15.95, post free from mail@unitedwriters.co.uk by Pay Pal and as an eBook through Apple's iBooks and Amazon's Kindle.

P.M.H.

Killifreth Mine and Early Mining at Chacewater. by Allen Buckley. 52 pages Penhellick Publications. £4.99 paperback. ISBN 978 1 871678 71 0

The distinctive elongated stack on the Hawkes Shaft engine house must have made Killifreth one of the most recognised mines in the District and yet it is probably one of the lesser known mines, in terms of its history.

Killifreth could be considered an average Cornish mine, similar to the majority, with a small sett, relatively shallow workings, modest tonnages of ore processed and disjointed working over an extended period under a number of different names. It produced both tin and copper and latterly arsenic and like most Cornish mines followed an undulating economic path determined as much by external forces as by the working of the mine itself and the availability of viable ore deposits.

This booklet covers the history of Killifreth from mediaeval times to its final closure in 1927. Little is known about the early workings, although the adjoining woods are pockmarked with them. In consequence the bulk of the text covers the nineteenth century and describes the operation of the mine in the context of concurrent external pressures and in Killifreth's case the variety of Mine

Captains, etc. that guided the evolution of the workings. This is assisted by reference to the appendices which list the steam engines, mine managers, numbers employed and production values.

The text is supported by a particularly good set of historic photographs which show many aspects of the processes of mining on surface plus give a very good sense of the overall mining landscape, as it was in the late 19th and early 20th centuries. In addition there are plans of underground workings, maps showing the surface configuration and the relationship of Killifreth with surrounding mines, and facsimiles of a cost book and letters. The latter could have been made clearer with some image processing wizardry, however, they are still readable.

On a lighter note, the final chapter deals with characters, legends and tragedies. It is always important to remember that the history of a mine is not just about lodes, stopes, tonnages, engines and Mine Captains, it is as much about the hundreds of long forgotten miners who toiled deep down or who processed the ores on surface.

Killifreth is close to the well-used cycle trail following the tramways between Portreath and Devoran and no doubt is becoming more frequented as a result of this proximity. This glossy booklet will surely attract more people to explore the surface remains and will aid the visitor in the interpretation and appreciation of Cornish mine sites in general. The author has produced a very useful summation of a typical Cornish mine indeed!

C.N.F.



SOCIETY MEETINGS

Society Programme

Friday 13th July. KEM.

The work of Falmouth's quay punts during the Great Age of sail. By Roger Stephens.

Tuesday 17th July. ECB.

Geology of the South West.-How Cornwall's mineral wealth was formed. An illustrated talk by the geologist. Calum Beeson.

Tuesday 28th August. ECB.

Devon Great Consols: A talk about this massively rich copper mine by Rick Stewart. A perfect introduction to the walk on the 2nd.

Sunday 2nd September. ECB.

Exploring the western mines of Devon Great Consols, a walk by Rick Stewart. Meet 1100 at the Wheal Anna Maria Chimney. The walk will be about 3-4 hours long and include Wheal Maria and Wheal Fanny with an optional extension to look at pre-19th Century tin workings at Blanchdown and Frementor.

Friday 14th September. KEM.

Bingham Canyon Mine. By Phil Hosken.

Friday 12th October. KEM.

Cornishmen on the Gold Coast Colony by John Woodward. An illustrated talk about domestic life, recreation and working conditions of the Cornish miners and their families at Bibiani Gold Mine on the west coast of Africa 1947-1955.

Saturday 13th October. ECB.

Visit to the Robey Trust at Tavistock.-Meet 1100 at the Robey Trust, Parade Business Park, Pixon Lane Tavistock, PL19 9RQ. This will be a live steam day for Trevithick Society members, donations will be welcome by the trust towards fuel costs.

Friday 9th November. KEM.

Twentieth Century Mining in Devon, England. By Owen Baker.

Tuesday 13th November. ECB.

Cornish China Clay, past and present. A presentation by Imerys Minerals about the company's history and its operations today.

Tuesday 4th December. ECB.

South Crofty - The present and future of Cornish mining. A presentation by South Crofty. An chance to learn more about this exciting project to bring life back to Cornish mining.

Tuesday 15th January 2013. ECB.

Quarry Memories: an oral history of granite and limestone quarries in Cornwall and Devon. An illustrated talk by Dr Kayleigh Milden Project Officer of Peninsula Quarry Industry Social History Trust

The West Cornwall Branch meets at King Edward Mine (KEM) at 7.30pm on the 2nd Friday of the month.

The East Cornwall Branch (ECB) meets at the Public Rooms at Liskeard and start at 7.30pm, unless stated otherwise.

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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.

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

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