



THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK
NEWSLETTER 160 SUMMER 2013



Cornwall gets its first pyramid!

Reg. Charity
No. 246586

CHAIRMAN'S ADDRESS

Same old story

As the Chairman of this Society I am sometimes privy to the thoughts and concerns of my counterparts in similar bodies. Without exception they express their anxiety about the continuation of their well-known organisations and wonder if they will be in existence in ten years' time. Mind you, they were saying that ten years ago.

Our conversations regularly revolve around the attitudes of those who have the ability and possibly the interest in volunteering. While we acknowledge that there are now more opportunities for those willing to create a fulfilling life for themselves, we wonder if many do not see the initial step as something akin to a career interview and wonder if they have the right qualifications to undertake the work that they would enjoy doing.

The volunteer world is not like that. Remember the old adage, 'One volunteer is worth a dozen pressed men' and think that we all have something to offer. It doesn't matter that a volunteer cannot know or do all the things that an attractive organisation undertakes. While there are lots of things we can't do, you will be welcomed for the one thing that you can.

So many good men and women, who sought occupations to provide for themselves and their families are now cut off from humanity and find solace studying the world through their computers and televisions. Now that so many people are connected by social networking it is easy to forget the rewards of actually 'doing something' and meeting people.

At present, the Chairmen of those prominent organisations who have hundreds of members, complain that they can count those who offer their services on the fingers of one hand. What I find amusing, as well as frightening, is that they see in this Society the achievements that they can only hope to attain.

It's true, our interests are varied and their sheer diversity should attract more people. This Society has many tasks and assignments. YOU would be very welcome to find a niche there somewhere.

Philip M Hosken

EDITORIAL

As we go to press we learn that member Allen Buckley has been awarded the M.B.E., in the Queen's birthday honours, for his work in Industrial History. Congratulations go to Allen who has been a stalwart of this Society and has served on the Society Council and was the Journal Editor.

Colin French



Copy date for next newsletter: September 15th 2013

Established 1935

LETTERS TO THE EDITOR

As an “up country” member of the Society, living in a former coal mining village, I was very interested in the article in the last Newsletter about the preserved steam engines in the Nottingham area.

I worked for the NCB in the fifties testing methods of airborne dust sampling and measurement and during that time spent time underground at all three collieries mentioned. Bestwood was where one went for the basic underground training course and rumour had it that one of the shafts was slightly out of line, giving the cage a slight “kick” as it went up or down. I never experienced this myself. Interestingly, Bestwood Colliery village stands directly in line with and about a mile away from the runway of the former Rolls Royce Flight Test Establishment at Hucknall. Consequently, those who worked at the offices on the site had a first class view of the many experimental aircraft which flew from Hucknall; from the Nene/Merlin Lancastrian to the Vulcan and three engined VC10. The runway at Hucknall was built with a base of burnt colliery waste.

I was a frequent passenger on the business end of the Linby steam winder and some interesting negative and positive G forces could be experienced, at times, at the start and end of the ride, depending on how the engineman felt! Electric winders had a special automatic man-winding programme which gave a smoother ride. Some of the steam winding engines could be heard for several miles on a still day. I also worked at the Babbington Colliery site, which still had the original narrow twin shafts with the original wooden headstocks. Also in the area were traces of Thomas North’s railway system which led from various collieries to the Nottingham canal.

Regarding the water pumping engines, there were, until the 1960s,

three of these working, one in Nottingham at Basford, the one at Papplewick and a third, nominally “Bestwood”, on the A60, which has now been converted internally to a restaurant.

As a general comment on the history of the Cornish mines and the Notts/ Derbyshire collieries, there would appear to be more active interested organisations and accessible records in Cornwall than in Notts/Derbyshire, where the history of mining goes back to Elizabethan times. There are lists of many old coal mines on the internet and locations shown on the older 6” OS maps, of what is now suburban Nottingham, but little in the way of hard information or old photographs. Perhaps the granite engine houses proved more durable than the sometimes ramshackle collieries. There may be records at County Records Offices and the Coal Authority, but I have yet to go down that road.

I am enclosing a copy of an interesting photo of Higher Bal which I have never seen before. It appears in *Steam Engines and Waterwheels* by Frank D. Woodall, which contains a wealth of photographs of engines and houses of all types throughout the country.

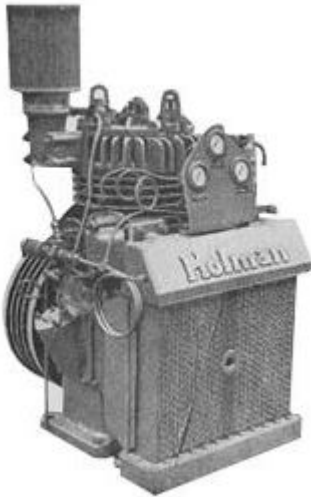


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HOLMAN CLIMAX LIVES

Recently, when searching the internet for references to Holman compressors I was surprised to discover the website for the Holman Climax Manufacturing Company, Kolkata, West Bengal, India, which manufactures a range of compressors, pneumatic tools and rock drills, emblazoned with the Holman logos, and undeniably originally designed in Camborne.



According to their website the company was owned by Holman Brothers and was registered in 1958 as a Private Limited Company for the manufacturing of Mining Engineering Equipment. It then became a Public Limited Company in 1961 with a merger with Broom and Wade forming CompAir. Due to financial problems, the company went into liquidation in the year 1994. Lastly, the present management took over the Company, from the Official Liquidators in the year 2006. From that history, I deduce that the Indian factory was set up by

Holman Bros. and was eventually taken over by the present management in 2006.

The Indian factory is described as "state-of-the-art" infrastructure and occupies an area 62000 sq. ft. approx., including Main Office, Machine Shop, Assembly Shop, Quality Control Department., Tool Room Shop, Test Shop, Welding Shop, Painting Shop, Carpentry area etc. and is equipped with advanced machinery imported from U.K. and Holland".

Pneumatic Tools appear to be a major part of their business and they manufacture Air Winches, Bench Grinders, Chipping Hammers, Cutting Off Grinders and Roto Grinders, describing themselves as the best Pneumatic Power Tools manufacturer offering tools with high durability, tensile strength and resistivity to adverse conditions.

CNF.



PIT WORK DISCOVERY

A few weeks ago, I spotted this casting whilst at a local shotblasting and finishing company. It is part of the pit work of a Cornish pump and acts as a filter for the inlet.

The casting was recovered during recent works at the North Quay at Hayle and had been shotblast and hot zinc metal sprayed ahead of painting. It has subsequently been erected as a feature back where it was found.

The casting, which I would think can't be far short of a quarter of a ton, must have been a nightmare to install in the very sump of a mine by hand and with probably just candlelight to see by.

John Woodward

KRESEN KERNOW

Kresen Kernow, the project to transform the former Devenish Brewey site in Redruth into the new Cornwall Records Centre has taken another significant step forward following a successful application to the Heritage Lottery Fund. The new centre will combine the collections of the Cornwall Record Office, the Cornish Studies Library and the Cornwall Historic Environment Record. This £15m project should provide Cornwall with an unrivalled archive with greatly improved storage facilities, new exhibition space and learning space for schools and community groups.

CNF.



ANNUAL GENERAL MEETING WEEKEND

The weekend was well attended in spite of strong winds with the attendant chill factor. The first field trip of the weekend, a visit to Perranporth Airfield and Cligga Head proving very popular. Unfortunately at Cligga it was possible to see a storm approaching from the sea but it was impossible to get back to the cars in time and we became “seriously damp”. The evening presentation was an excellent one by renowned local historian Clive Benny looking at St. Agnes but with a bias towards the mining industry. This was held in the Miner’s and Mechanic’s Institute at St. Agnes and one of the many buildings given for public use by local philanthropist John Passmore Edwards.

Saturday morning saw the group meet at Trevellas Porth and view the remains of mining up through the valley and then visited Blue Hills where Mark Wills opened especially for us. This visit proved to be a winner with all the group delighted with his presentation looking at tin production from getting the rock from

the foreshore, stamping it, concentrating it and then smelting it. During the afternoon of Saturday the group met at Trevaunance Cove, and were able to see many of the buildings and structures seen in historical views the previous evening at Clive’s presentation. With the tide just above low water it was possible to venture onto the beach and to examine the remains of Trevaunance Harbour.

Late Saturday afternoon saw members at the Rose in Vale Hotel for the Annual General Meeting followed by the dinner. No particular points arose out of the meeting and the Council of Management were re-elected with the exception of Owen Baker who has now resigned both from the management and from the position of Journal editor. Owen’s knowledge has been of great use within the management and we shall miss his wise counsel. After the meeting twenty seven sat down to the annual dinner – a figure less than anticipated but nevertheless a happy bunch and judging by the plates, a hungry bunch.

Sunday morning brought more wind when the group met at Wheal Kitty



The calciner at Wheal Kitty by Diane Hodnett



Perranporth Airfield visit

on the cliff top above Trevaunance Cove. A look around the buildings followed by viewing the remains of the dressing floor and calciners brought much discussion before retiring to the relative calm of local tearooms or licensed premises for lunch. After lunch a short visit to St. Agnes Museum was most rewarding and this was followed by a windswept and misty visit to Wheal Coates.

Having produced a booklet

for the A.I.A. conference two years ago which was very well received we felt that a similar format one should be used for the A.G.M. and so members who attended each received one. Congratulations must go to the Pete Joseph and Graham Thorne for producing such an excellent guide. Thanks also go to Roger Mason for his general help in organising the weekend.

K.J.T.R.



LEVANT REPORT

Reports of attendance numbers for spring and early summer are showing a decrease by about 10%. This seems to be in line with the general trend due to a very cold start to the season. Numbers have been recently boosted by numerous school visits and joint ventures with Geevor Mine.

Plans are currently being drawn up for moving the fuel oil tank from Skip shaft to the boiler blow-down pit. When the original refurbishments were completed in 1993, Skip shaft was not open to visitors as there was only the engine and surface remains to view. Since then this, and two other shafts have been illuminated and there is now a need to remove the oil tank from nearby visitors. It will also mean that we can dispense with the lifting pump and daily service tank in the boiler house, resulting in increased reliability and a saving in electrical power.

The level indicator for the Whim has now been modified with its counter-rotating hands and the drive reconnected. It now replicates the original dial although some visitors confuse this with a timepiece and have to be corrected!

A detailed examination and report has been carried by Geoff Wallis (ex Dorothea) to the old upcast fan at the head of Engine shaft. It seems that it is now regarded as a very rare piece of machinery that still stands in its original position on a mine site, and is well worth preserving. Manufactured by Engart it was installed by Geevor in the early 70s to help extract radon gas when they went into Levant. It ran until 1990 and although it is now rusting badly we can still run it for demonstration purposes at reduced speed. A fund raising exercise for repairs will now be started mainly from selling National Trust raffle tickets. For every ticket sold, the NT will donate an equal amount direct

to Levant to help fund such projects, but due to the high estimate for refurbishment then it is likely that a grant will need to be sought also.

Ron Flaxman.

CORNISH BOILER

What now seems like an age ago the writer received a telephone call from a gentleman who said, "I have a large tank in my garden and would you like it?" My initial reaction was to wonder if it was a Centurian or was it designed to hold water. Upon further enquiry it turned out to be a tank supplying water to some cottages. Intrigued by this enquiry I said I would come and see him so a few days later I journeyed from Camborne to Perranwell. The address was down a fairly narrow unmetalled road. My arrival at the correct address was obvious as there was a large tank by the gate. One quick glance at the



Higher Levant by Alan Greaves.

beast told me this was no ordinary tank. It was a Cornish Pattern boiler which had the firebox and the flue ends plated over to create a tank. The owner explained that the converted boiler had been installed in 1925 to supply a short row of houses belonging to Messrs. Visick's foundry just down the road but previously had been in use as a boiler somewhere, possibly a laundry, in Truro. He also explained that all the houses except one had been on mains water for some years but that only recently had that house owner finally succumbed to the pleasures of the modern world and he was now imbibing on delicious but expensive chlorinated liquid courtesy of South West Water.

The boiler itself was in very good external condition and was worthy of preservation, was twenty one feet long and six feet in diameter and weighed four tonnes. The next problem was retrieving it. It was situated a considerable distance down the aforementioned unmetalled road and was then several feet off that road up a very narrow side lane around a ninety degree corner. With a power line overhead and very little manoeuvring room this was going to be difficult. The next move was to call in MacSalvors, the specialist lifters. Having telephoned them and having explained the situation to their gentleman I felt I had been cut off, but no, he was just holding his head in his hands! He decided it was best if they went to the site to see for themselves. Having done that they went back again a week later to view the situation again. Eventually they selected a crane from their fleet that they felt was suitable and they would call when it was available. The next hurdle was to find a haulier that had a vehicle to carry a twenty one foot long load up a narrow unmetalled road and gain entry through the right angled corner. No rigid vehicle could attempt it. Time to talk to another contact. He reckoned a tractor with a twenty foot trailer would have the manoeuvring ability. On the appointed day the crane arrived and managed to squeeze in and position itself clear of the power lines. Then the tractor and trailer arrived but no matter

how we tried it we could not get the vehicle in so the driver returned to depot and came back with a ten tonne dump trailer which was a few feet shorter. After much juggling we got this vehicle in and the lift was successful. My last view of the load leaving the site was of it proceeding up the rough lane with a considerable overhang and the remains of the orange water in the tank spurting out through the open valve. The crane followed and the procession made its way to King Edward Mine where the boiler was unloaded on to timbers in the car park.

This first episode took place the week before Camborne Trevithick Day. The idea had been hatched to have the boiler on an old fashioned trailer, in this case a solid wheeled 1930 Dyson, and tow it round the steam route on Trevithick Day using two traction engines as part of the event's steam attraction. A few days before Trevithick Day we were going to load the boiler on to the Dyson trailer using the old fashioned method of rolling it up a wooden ramp using a wire wrapped round it from a traction engine winch. Member Charlie Daniel and the writer carefully measured the distances required and had the trailer moved accordingly and then built the wooded ramp. We had measured it so that the boiler would do a complete rotation and so finish upright on the trailer. Despite our mathematics we finished up with the boiler exactly ninety degrees out. Obviously too many pi's and not enough "d"s or "r2"s!

K.J.T.R.

ASSOCIATED ETHYL CO. LTD., HAYLE

The Associated Ethyl Co. Ltd. Works at Hayle, which closed in 1973, produced bromine extracted from sea water to make anti-knock additives for engines and was sited at Hayle adjacent to the power station enabling the use of its warm water discharge. The Society has recently been given a number of files

from the above company by the family of the late Trevor Cowsls who was the Works Maintenance Superintendent. These artefacts have yet to be examined but a casual glance at the company report for the year 1953 revealed the following under the heading "Work's Council, minute 1422, Works Cat"

"Mr. S. H. Jose referred to the death of the Work's cat, which occurred on the 26th. September, when she was run over just outside the Work's gate. He had been very pleased that the remains had been disposed of in a manner suited to the sentiments held by Work's personnel with regard to this animal. Mr. Jose said that as a consumer of raw materials, and as a production unit at this Works, the cat had been second to none. Rats and mice had been kept down, and in the fourteen and a half years the cat had been on the premises she had produced one hundred and fifty four kittens.

It had pleased everyone that the Work's carpenter had made a small coffin, and that the remains has been buried within the Work's fence behind the new bicycle shed.

The Chairman said that he would have a small headstone made and erected in memory of the late Work's cat who had been much respected by all and loved by many.

It may be noted that the cat would allow no other cat to enter the Work's, but no sooner had she been interred than another took up residence. Such is the grape vine, to say nothing of female ways and instinct".

For further reading see Trevithick Society journal number 26.

K.J.T.R.



TEHIDY CHEST HOSPITAL MUSEUM

MUSEUM
TEHIDY CHEST HOSPITAL

The Tehidy Estate, situated just to the north of Camborne was in the hands of the Basset family since Norman times. In 1734 John Pendarves Basset erected a large mansion which was rebuilt in 1861 by the then head of the family John Francis Basset and financed by the vast income generated by property rental and from the mining on Basset lands which amounted to some seventeen thousand acres. By the 1880s the property, now in the hands of Arthur Basset, was becoming difficult to maintain due to falling income from the failing mining industry. The decline continued until eventually the house was sold in 1916, becoming, in 1918, an isolation hospital. A disastrous fire consumed the building in 1919 leading to its re-birth in 1922 thereafter continuing in its medical role until closure in 1988. Since closure the house and the stables have been converted into apartments and the various wards scattered around the main building were demolished and modern housing erected using the same footprints creating an attractive estate.

Recently the Society has been given a rubber stamp (see illustration) showing the hospital apparently had a museum. Numerous enquiries from local people including medical staff who worked at the hospital have failed to confirm the existence of the museum. Do any readers, who could well be past patients, have any knowledge to complete the picture?

K.J.T.R.

KING EDWARD MINE

The site was the recipient of the prestigious Engineering Heritage Award, on 17th. May presented by the Institute of Mechanical Engineers. A plaque was unveiled by their Chairman who commented that the awards recognised great engineering of the past and present and showed the growing awareness of our heritage. King Edward Mine now ranks with some of the most diverse yet familiar names and sites in the country such as the Falkirk Wheel, the Vulcan Bomber and the Festiniog Railway. This award also speaks well for the many dedicated volunteers who give their time and skills to the site. The society was represented by the President Bryan Earl. Sadly the writer was unable to be present at the ceremony due to a business commitment but can claim to have installed the wall plaque in readiness for the celebration.

The weather for the annual Open Day was fine and dry and so helped to make it a great success with some fifteen hundred happy souls crossing our threshold during the day. We had all the static plant in operation plus a good variety of vehicles and stationary engines on show in the Home Field and a variety of musical interludes throughout the day.

The strong winds in the spring caused parts of the trees adjacent to the main entrance to shed branches and so cut our telephone line. To avoid further problems several of the trees were

subsequently felled, although to be fair they were close to their "sell by" date. Although we engaged a contractor to do the work needless to say there was plenty of work for the volunteers clearing away left over debris. A similar job was done in the car park field where more pieces of tree were scattered.

Shortly before Open Day, and with the memory of last year's monsoon, we arranged for Ben Ralphs to excavate the gateway to the car park field and lay some fifty tons of scalplings to firm up the gateway. This has proved a great success.

K.J.T.R.

THE GREAT PYRAMID OF POOL

When Cornwall was seeking World Heritage status for its' mining heritage, much was made that this would put Cornwall on a par with the Egyptian pyramids. Not to be outdone, it looks like the decision has been taken to build a pyramid at Pool on the South Crofty mine site.

Actually, the South Crofty headgear is being renovated necessitating a giant pyramid of scaffolding all hidden behind plastic sheeting.

CNF





Tricentenaire de la disparition de Denis Papin

Blois dès le 24 mai

Chitenay les 19, 20 et 21 Juillet 2013

CHITENAY



PAPIN TERCENTENARY

The Puffing Devil has been invited to attend the festivities commemorating the death of Denis Papin (1712/1714) in Blois and Chitenay, from the 19th to the 21st July. Chitenay, in the Loir et Cher Department of France, is close to the birthplace of Papin.

Papin invented the 'bone digester' (pressure cooker) and the safety valve, and pioneered the forthcoming development of the steam engine by locating a piston within a cylinder and moving it by means of steam and atmospheric pressure. He also developed a centrifugal pump and, like many inventors, was ahead of his time. The Chitenay coat of arms (bottom right) includes a depiction of Papin's 'bone digester'.



To judge by the publicity material produced about the event the Puffing Devil will be one of the star attractions, although by calling it the "trolley Trevithick (1801)" something has evidently been lost in translation. Exhibitors are coming from all over Europe, and a host of steam vehicles will be on display including a replica Cugnot gun carriage, traction and "showman" engines, steam trains, steam cars, steam lorries, stationary engines, steam models, and Montgolfier balloons, etc. It promises to be a major celebration of steam with the focus directed towards their local hero by such events as the unveiling of a specially commissioned sculpture by the artist M.Chevalier-Lacombe, a lecture and concert programme, and a theatrical play entitled *Le Mystère Denis Papin*.

The organisers have spent years planning this festival and are clearly prepared for many thousands of visitors over the three days. They have even set up a Papin themed nature trail and commissioned a commemorative stamp. The whole event will end with a magnificent firework display.

Whilst the Puffing Devil has been abroad before (to England and Wales) this will be its greatest international journey and should be a wonderful opportunity to further trumpet Trevithick's place in history and publicise the work of the Society. An achievement in itself given that the engine was originally grant funded on the basis that it was "stationary infrastructure".

CNF.

P. S. The above is distilled partly from publicity material in French and, as it is the only exam I have ever failed, I dare say various bits have also been lost in translation.



TREVITHICK DAY

A depleted canary crew were on site at 6.45 am. and fought to erect the famous yellow tent in the rain on the morning of the event. Fortunately the rain passed over and the event seemed to attract bigger crowds than ever. We did brisk trade and had many callers just passing the time of day but it is what makes it pleasurable to attend these events.

Many thanks to Diane Hodnett, Phil Hosken, Lincoln James, Dave Mann, Keith Rundle and Sheila Saunders for their invaluable assistance. Two stalwarts who were missing due to health problems this year were Roy Kelynack and George Wilson. Get well soon boys!

K.J.T.R.

PUFFING DEVIL

By the time you read this the Puffing Devil will have completed four outings in 2013: Trevithick Day, KEM Open Day, Troon Mid Summer Festival and Hayle in Bloom and we will be gearing up for the visit to France in July for the Papin Tercentenary celebrations.

Pre-season checks, touching up with high temperature black paint and a few minor repairs were made a few days before Trevithick Day and on the evening before the engine was transported, by Richard Olds, to Glassons Garage car park where it was to be first steamed. The day started early for the crew with a prolonged drenching as the engine was fired up, and then the sun appeared and the rest of the day was glorious sunshine. In consequence we enjoyed a very pleasant drive through the town to our display area in Basset Road. The crew then kept the engine turning over as a stationary exhibit, talking to the crowds and answering the many questions about Trevithick and the meaning of life, etc. During the afternoon steam pressure was gradually raised so that we were ready for the grand parade

of steam engines. At the allotted time we headed off towards the town clock and then, as we rounded the clock, were truly amazed by the sheer number of people lining the street cheering and clapping.

At the bottom of Tehidy Road we have to wait while the long line of traction engines clears the top of the circular parade route and for the barriers to be put in place, closing off Trelowarren street, and ensuring a clear run. For the Puffing Devil this pause is essential because the engine loses steam pressure along the journey to the start of the run and we need to bring the pressure back up to 100 psi to ensure the engine will reach the top of Camborne Hill. When everything is ready for the parade a lead traction engine is sent up Camborne Hill to ensure all is clear and then it is the Puffing Devil's turn. Just before we leave we add a layer of house coal to the fire, because it produces a lot of black smoke and makes the journey look even more dramatic, we clamber on board, and with a surprising turn of speed off we shoot weaving between the pot holes.

Remarkably flames could be seen rising out of the top of the chimney as the engine puffed up Camborne Hill. We knew we had a fierce fire, needed to ensure there was enough steam pressure to complete the hill climb, but did not expect flames to travel that distance along the chimney flue. We later discovered that the fire had burnt a hole through the back plate at the rear or the firebox and that allowed the flames to travel the extra distance. Equally remarkably the engine lost hardly any steam pressure during its ascent of Camborne Hill.

It was planned that the engine would stop at the top of the hill to salute all the following traction engines as they passed. Unfortunately, a person in an electric wheelchair had parked in front of the barriers in the embayment intended for the Puffing Devil. So our planned stop had to be abandoned.

Overall, Trevithick Day 2013 proved to be very successful with probably the largest crowds since 2001 when the Puffing Devil replica first drove through the

streets of Camborne.

A very nice video of the Puffing Devil going up Camborne Hill can be viewed at:

<http://youtu.be/-y4Xzphnz6l>

It was filmed by Tehmina Goskar who was recently employed by the Society to advise us how best to manage our collections.

A 3D film has also been made of the engine, including footage of the engine on several Trevithick Days and interviews with the crew. It is destined to be shown at this year's International 3D Convention in Cirencester and will be submitted to Stereoscopic exhibitions and conventions in Europe and the USA.

CNF.

2013 AGM PROGRAMME NOTES

This year we produced a set of Programme Notes for the AGM Weekend in the St Agnes and Perranporth areas. Those attending the weekend were kind enough to comment favourably on their format and content.

We have a small number of copies left after the AGM Weekend and are able to offer them to members at a modest cost of £5.00 including postage and packing. The Notes are in A4 spiral bound format and run to 46 pages in full colour. If you would like a copy, please send your remittance for £5.00 to The Trevithick Society, PO Box 62, Camborne, TR 14 7ZN or speak to Kingsley Rickard on the Chatline 01209 716811.

Graham Thorne

PUBLICATIONS

As mentioned in the last Newsletter, a revised and extended edition of John Corin's *Levant: A Champion*

Cornish Mine is now available. This is the first full revision of the original 1992 text; it includes a great deal more information about *Levant Mine* which has come to light over two decades.

Peter Joseph has overseen the new edition, which now has many illustrations in full colour, detailed maps of the mine site and a self-guided walk. The book is aimed both at the first time visitor to *Levant* but also has something new for those who know the site well. John's original edition appeared at just the right time, as volunteers from the Society began to examine how the *Levant* engine might be restored and the mine remains made accessible and interesting to visitors. Successive printings of the book have recorded their efforts and progress. Now the new edition updates the story further and pays tribute to all who over the years have transformed *Levant* as a key site for all with an interest in Cornish mines and engines.

Levant: A Champion Cornish Mine now runs to over 128 pages as against the 80 of the 2010 edition. It costs £10.99 in a large format paperback edition, ISBN 978 0 904040 96 8 and is available from local outlets, direct from Tormark or your local bookseller.

Those who attended the 2011 AGM weekend in the Tamar Valley area will recall a fascinating Field Trip over the site of Devon Great Consols mine led by Rick Stewart. Rick has been working for many years on the untold story of DGC and I am delighted that our Society will publishing this long awaited work later this year. *Devon Great Consols: Mine of Mines* will tell the definitive story of Europe's greatest copper mine and will be essential reading for all with a serious interest in the mines of the West of England. It will be a substantial work of over 400 pages and will be available as a large format paperback with a limited hardback edition. More details as to publication date and prices will follow in the next Newsletter.

Graham Thorne

SOCIETY MEETINGS

Society Programme

Tuesday July 9th. ECB.

William West - The last great Cornish engineer?

An illustrated talk by John Manley. This talk will be followed by a walk on Caradon moor illustrating some of West's work.

Friday July 12th. KEM.

Members Symposium: The Tin Smelting Industry.

Saturday July 13th.

Field trip to Luxulyan Valley.

Contact Colin Short or see website for details.

Saturday July 13th. ECB.

Memories of machines and men

A walk amongst the remains of a Cornish mine by John and Cheryl Manley. Meet 1100 at the Crows Nest Inn car park. Stout footwear recommended.

September: (date to be confirmed) ECB.

Robey Steam Engines and the Robey Trust. by David Davis of the Robey Trust.

Friday September 13th. KEM.

Jonathan Couch, Surgeon of Polperro.
by Jeremy Rowett Johns

Tuesday October 8th. ECB.

20th Century Mining in East Cornwall and Devon. by Owen Baker.

Friday October 11th. KEM.

John Couch Adams - Astronomer.
by Robert Beeman.

Friday November 8th. KEM.

A History of Delabole slate.
by Levi Hamilton.

Tuesday November 12th. ECB.

Computer three dimensional mine models of Cornwall. by Dr. Keith Russ of Western United Mines.

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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Non members are welcome to all talks.



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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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