



# THE TREVITHICK SOCIETY

**KOWETHAS TREVITHICK**

NEWSLETTER 169 AUTUMN 2015



A model made by John Harvey of Trevithick's 1804 Locomotive.

Reg. Charity  
No. 1,159,639

# CHAIRMAN'S ADDRESS

## *Back to the future*

As my tenure in office draws to a close I would prefer to look forward to the future rather than back over the past years.

I have seldom written this little piece without ending with a plea for more volunteers to come forward and run this Society. Sadly, those appeals have brought little response and many have drawn the conclusion that industrial archaeology is a dying interest and there is a possibility that this Society is accompanying it.

I don't think that is the case, neither do I think that IA is solely the province of the aging nerds. From the several instances cited in this newsletter you will see that there are many people who see Cornish industrial archaeology as something they can enjoy. It is true, they may not see it as we have perceived it but it provides them with interest and enjoyment.

We have a duty to safeguard whatever can still be found from Cornwall's remarkable industrial past and preserve it for future generations. We should also find ways to connect with the many that are fascinated by Cornwall's heritage and wish to know more. To do this we must ensure that we provide material they can easily access and develop. Most of what we have produced and enjoyed over the years can be digitised and made available on line to follow our recent HLF funded project.

In face to face contact we should seek ways to attract people in a manner they appreciate. After all, IA does not have to be the miserable experience that many young people think we enjoy.

To achieve this we need people who can grasp the importance of the above and can lead this Society to take a major place in the development of Cornwall's proud heritage. I would like to leave this chairmanship with the knowledge that those who run it in the future will create something as exciting as Cornwall deserves.

**Philip M. Hosken**

# EDITORIAL

I would like to take this opportunity to welcome the recent additions to Council these being Dave Crewes, Sandy Easterbrook, Brian Jones and Mark Newman. They have already made a very positive and constructive contribution and Council is certainly looking very fresh and revitalised and a sense of optimism is in the air!

The copy date for the next newsletter is earlier than normal because the newsletter will have to be prepared in December. It will be sent out early in 2016. So please send me any submissions very promptly.

Thanks!

**Colin French**

**Copy date for next newsletter: December 5th 2015**



**Established 1935**

## KING EDWARD MINE

The season is now over and it has been a record one for visitor numbers and shop turnover. With new guides this year we instituted a change in our approach with some guides starting their tours from the boilerhouse yard thus explaining many of the artefacts and buildings as well as the mill. Verbal comments and entries in the visitor book indicated that this new approach was much appreciated and also produced a marked increase in donations.

General maintenance continues in the mill and at last the Frue Vanner is now operational - the world's only working example.

Outside work continues at a pace. Our "stolen" sheave wheel has been returned fully restored and mounted on a steel frame. The concrete base on which the wheel will be displayed, by the road entrance, has been laid and now awaits a crane to lift it on. Further up the drive a second concrete base has also been laid to mount the slow wind drum, which is currently stored in the pit. At a weight of ten to twelve tonnes this needs a crane lift as well. These two large artefacts will certainly make an impressive sight for approaching visitors.

Member Graham Sowell is still furiously digging up the foundations of the Brunton calciner adjacent to the Mineral Tramway. He has discovered the corners of the building, so will now be able to locate the centre of the building and hence, hopefully, discover the bearing that would have supported the rotating hearth. We await this discovery, so watch this space!

The first part of the buildings refurbishment has now been completed. These are buildings at the top or north end of the site. They now look very smart and were officially opened by H.R.H. Prince Edward in October. The Prince also spent a lengthy time in the mill where he met a number of the volunteers. Work on the second part of the refurbishment scheme will begin in the New Year.

**K.J.T.R.**

## WEST CORNWALL PROGRAMME

Sadly, the Society has been without a Programme Secretary for West Cornwall for an extended period and as a result it has proved very difficult to prepare and maintain a programme of lectures. Consequently, there has been a steady decline in this key element of the Society's offering with attendances dwindling. It is the intention of Council that we should rectify this unfortunate situation and, in the short term, appoint a committee to prepare the future programme and revitalise West Cornwall meetings. Meetings will continue to take place at King Edward Mine at 7.30pm on the 2nd Friday of each month except December. Please see website for details of speakers, etc.

The situation in West Cornwall is in stark contrast to that at the East Cornwall Branch, which has a very vibrant and well-attended lecture programme, magnificently steered by Cheryl and John Manley. Sadly, Cheryl and John are standing down in December at the Quiz Night on the 11th. The Manleys are deserving of very fulsome praise for the immense amount of time and innovative ideas they have brought to the East Cornwall branch. The good news is that the future of the East Cornwall Branch is looking very good as the Manleys have found two very able successors in Dave Warne and Tracy Elliott, who will be assisted by several other volunteers.

By way of introduction Tracy says: "I started mine exploring in the 1980s, had a break for 20 years when I worked for a living. Now I run the family small holding and am more involved with Industrial Archaeology. My main interests outside that are rock climbing and mountaineering."



**C.N.F.**

## A MODEL OF TREVITHICK'S 1804 LOCOMOTIVE

John Harvey recently made a nice little model of Trevithick's 1804 Locomotive. Here are some of his observations about his hobby.

### MODEL MAKING

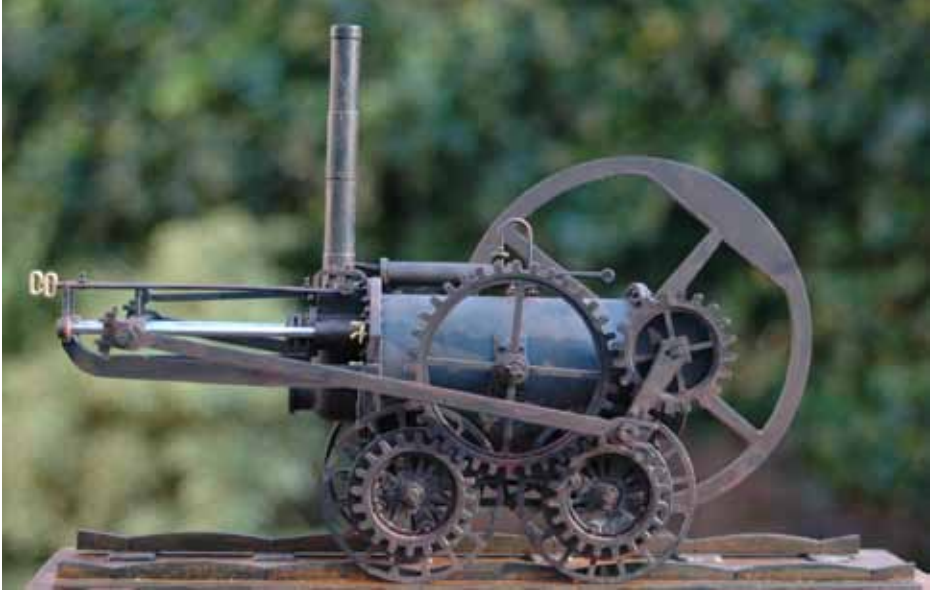
I make most of my locomotive models from sheet brass. Some are from commercially made kits that use etched brass parts and castings in white metal or brass from the lost wax process. Coupling rods or motion parts are usually made from nickel silver. I mainly produce models of steam railway locomotives for collectors and clients who wish to use them for their model railway layouts. The locomotives are powered by electric motors through a gearbox with a ratio to give a speed that would similar to the prototype. They are of a larger scale than the familiar train sets produced by manufactures such as the well known Triang/Hornby range. To give an idea of their size, Triang/Hornby is scaled at 4 mm. I make mostly 7 mm scale this is better known as gauge O. The popular Triang/Hornby trains sets are

made at approximately half this scale and so are known as OO or Dublo scale.

Most 'boys' of a certain age recall a period when all you wanted from father Christmas was a Hornby train set, these sets were mass produced in gauge O and were very basic in their details, while as a youngster this was good enough, later in life a desire for some was to build a scale railway layout in this larger size as near to the real thing as they could. To do this another approach was needed, in gauge O scale not very much is readily available off the shelf like the OO ranges you have to make most things from the raw materials or self assemble from component parts provided by cottage industry type makers that produce in low volumes. For some people the skill needed make a good scale working model from materials such as brass and nickel silver is beyond their ability, on top of this you need a good paint and lining job to be carried out, with some locomotives even having fine lines on the wheel rims! Of course many people can do this and very well too, I have many years experience in model making from Marine to Architecture, but I always love to make a steam engine.

The Trevithick 1804 is one such





love, perhaps better known as the 'Pen-y-Darren loco'. Most of you will know of the great feat this engine achieved, the very first to run on an early form of rails or plateway, it is the father of the Railway locomotive.

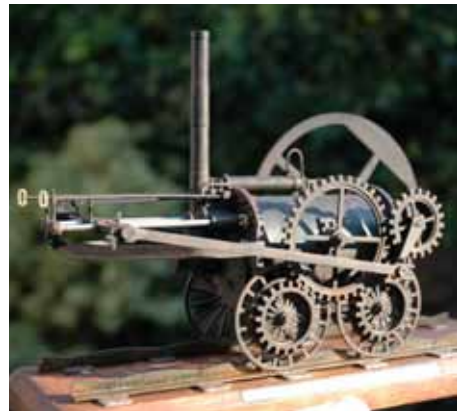
### *THE 1804 MODEL*

My model is to a scale of 1/32. There has been available at various times over the last few years a plastic kit by a Japanese manufacture for this Locomotive, this got me thinking about converting one of them and making it a better representation, but after looking at one of these made up, it just really did not seem to fit the bill, and very 'toy' looking.

Fortune came my way in the form of a box of old plastic bits from an attic of parts from the now unavailable Airfix Museum range, amongst them some parts of the kit they made forty or so year's ago of the 1804 Loco, this was a bigger and better starting point. I made use of the parts that were well moulded, and added to this finer details and newly made parts, the model is from plastic and so is obviously non-functioning, but the motion

can made be to work. A careful painting process was applied, this can bring a model to life, once finished you cannot tell the material of construction. To add a bit more to the overall effect I made a scale section of the plateway and mounted it all on a mahogany plinth, overall I am very happy with the outcome!

**John Harvey**  
Camborne.



## **SOUTH AMERICA CALLS**

Now, more than at any time since Ricardo Trevithick left South America there are moves to discover traces of his time there and any artefacts connected to his activities. Here, at Mission Control, we have recently heard from two people who are planning to join those on the ground in Peru, one who has already booked his passage. We've also heard from John Higgins who has researched the activities of Cornish miners in Brazil.

John has sent us several photographs of gravestones bearing unmistakable Cornish names and one of a set of Cornish stamps. They are set in the roadside outside a museum.

Back in the UK we have Roger Harris who first went to Peru in 1973 and has held an interest in its people, Trevithick and all things South American ever since.

### *Academic interest*

There has been recent discussion about a paper presented a few years ago by Dr. Sharron Schwartz of Exeter University entitled 'A Professor in Peru' (put that into Google) that reveals an academic interest in the Cornish inventor's activities in South America and the transfer of industrial knowledge across the Atlantic. While the paper is open for some criticism at the hands of engineers, and Sharron, a local girl from near Redruth, refers to Watt's engine as using a 'mere 15psi' she failed to mention that that was merely atmospheric pressure.

### *Opportunity!*

Here is a chance for a member to make a substantial contribution to the story of one of the greatest inventors of all time. Roger is not now as mobile as he was but points out that the Public Record Office at Kew holds numerous Foreign Office files relating to Peru in the early 1800s. At that time HM Chargé d'Affaires was being pressed by investors in London

for news of the lucrative silver and other mines that were going for a song in the area. All we have on Trevithick's time in South America is derived from Francis Trevithick's biography and some parts of that are suspect. Everything that is done now will be original research and a credit to whoever does it.

Roger has undertaken similar research in the past in connection with Mexico and is prepared to assist anyone willing to search the PRO. His contact is rogerel@hotmail.com

We have also accumulated a bundle of correspondence that can be made available to anyone showing interest in this exciting project. Looking forward to hearing from you.

**P.M.H.**

## **CORNWALL'S IA ON FACEBOOK**

Facebook is proving to be a very useful source of information and contacts concerning the Industrial Archaeology of Cornwall.

For example, the Cornish Nostalgic Steam Engines Group has 224 members and has many excellent photographs. Their Facebook page is headed with a photo of Francis Trevithick's LNWR 'Cornwall' 1847 locomotive as rebuilt in 2-2-2 form by John Ramsbottom in 1858 (see photograph on page 13). If there are any Cornish railway buffs who haven't visited this Facebook site I recommend they do so without delay.

Similarly, there's another Facebook group called Nostalgic Cornish Mines that has 542 members.

Is any of our membership connected to these groups?

The purposes of this Society are alive and being complemented by other groups who sometimes meet socially and are in constant touch via social media.

**P.M.H.**

## THE PUFFER AT THE SCIENCE MUSEUM

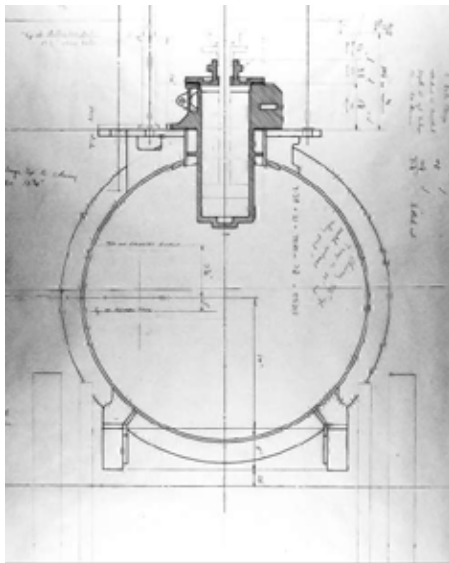
The Society now has photographs of the sixty-nine engineering drawings of the 1814 Trevithick Puffer engine at the Science Museum.

According to Aaron Todd, who was an apprentice during the years 1984-88 at the Royal Ordnance Factory, Nottingham, they were compiled by his predecessors under the eagle-eye of an instructor called Ernie Lamb. Apparently, the engine was drawn, manufactured and tested; to what scale we're not sure and we wonder where it is now.

We are grateful to Roger Harris for obtaining the drawings and passing them on to us. We must now think of the best way to use them. Ideally, they should be scaled and copied so that they may be used by model makers to make more Trevithick Puffers, the more the merrier!

Has anyone with CAD equipment, and the skill to use it, time to take on the project? We can now send you the original drawings in digital form. I understand that they can be over-copied and re-scaled; maybe you have another idea. Looking forward to hearing from you.

P.M.H.



## STEAM IN CAMBORNE

Camborne has a unique association with high pressure steam with gatherings long before the advent of Trevithick Day. Recently I came across the photo below with the caption on the back 'July 12th 1958, Camborne Rally'. Does anyone recall the gentlemen concerned?

P.M.H.



## TREVITHICK MEMORIAL



The memorial tablet in Station Road, Pool, was erected in 1948 following sponsorship by the Cornish Institute of Engineers in connection with the Newcomen Society. The following is taken from an account of the unveiling ceremony published in *The Engineer* of 22/10/1948.

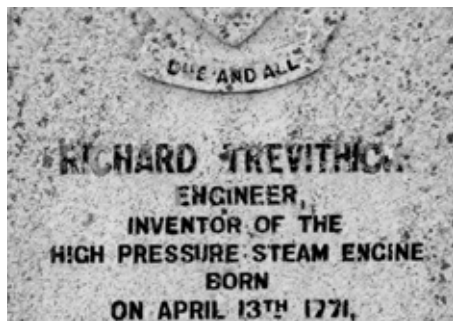
*The memorial was situated on the site of the cottage in which Richard Trevithick was born in 1771. The building had been pulled down about 1880 and replaced by the present house. Capt R E Trevithick, MICivilE, great grandson of the inventor, unveiled the tablet before a large crowd and Dr. H W Dickinson of the Newcomen Society delivered a lengthy eulogy in the rain on Trevithick's life and achievements.*

*They were accompanied by A Treve Holman, OBE, MIMechE and W H Eplett, President of the Cornish Institute of Engineers.*

*The President then formally handed over the tablet to the Chairman of Camborne Redruth Urban District Council for safe keeping and the group left to enjoyed tea at the Holman Bros canteen and watch films of Cornish pumping engines made by the Shell Oil Co.*

The tablet has survived 67 years to the present time. Its present clean appearance is probably due to a modern high pressure water wash although Cornwall Council says it was unlikely to have been by them. The water has also removed much of the paint from the lettering making the inscription difficult to read. Several people have remarked on the tablet's appearance and we are advised by Mr Tresize, a local monumental mason, that it had probably been repainted several times during its lifetime. We have a vision of a local, dedicated engineer who, as a youngster, had witnessed the unveiling and had cared for the tablet over the years. Sadly, he has probably passed on and so the task of maintenance must be accepted by others.

This Society has been in touch with the Cornish Institute of Engineers, the Newcomen Society and Cornwall Council and is arranging for the lettering to be repainted. It is anticipated that there will be a suitable ceremony to mark the occasion on Richard Trevithick's 245th birthday next April.



Part of the lettering as it is today.

**P.M.H.**



## PEAT BOG FIND



Whilst surveying a peat bog on Bodmin Moor I was very surprised to come across the drain cover above, which was clearly cast by Irons Bros of Wadebridge. Beneath the cover was what sounded like a floppjack pump, no doubt, busy piping water to farm buildings in the distance.

Today Irons Brothers specialises in casting Yacht keels as well as steel fabrications and 'motor solutions'. According to their website motor solutions means "we also manufacture components for motors including Diamond coils, Roebel bar windings, round and flat wires in all typical dimensions and in various insulation types including Litz wire, pole windings, specialised windings, rotor windings, three-phase short-circuit rotor windings, DC rotor windings, converter compatible windings, high temperature windings and laminated core production."

**C.N.F.**

## TRACTION ENGINE LOCOS



There is an excellent article in the current Archive magazine, issue 87, about a breed of Traction engine locomotives that did excellent service on a variety of gauges for a hundred years from 1860.

The market was dominated by Aveling & Porter but Fowler, Clayton & Shuttleworth, Boulton, Marshall, Ruston & Proctor, McLaren and Sentinel also feature in a 20 page article that contains some 30 fine photographs, many full A4 or A5.

Several were sold to John Hall & Co. of Dartford. Richard Trevithick would have been delighted to see the versatile purposes to which his high pressure steam had been put.

The magazine includes an outstanding article on the Rover Scarab and M1 cars that never reached production stage and a review of a book on Harper bridges. One links 'House in the sea', a residence on an island near Towan Beach, Newquay, to the headland. Magazines can be bought at [www.lightmoor.co.uk](http://www.lightmoor.co.uk) and there's a webpage on A&P Tramway Locomotives at <http://www.irsociety.co.uk/Archives/48/AP%20Locos.htm>

**P.M.H.**



## CORNISH MARITIME HISTORY

A member recently contacted me and asked if I had deserted steam for sail!

I was fortunate to be invited to speak to the 2015 Cornish Maritime History Conference at the National Maritime Museum in Falmouth.

While the purpose of the Cornish schooners is well known, I did not think their importance to Cornish history had been fully appreciated. I explained the hard commercial reason for the hundreds of Cornish schooners that feature in maritime studies. The ships were locally built and crewed to deliver millions of tons of coal and iron to the Cornish mining, china clay and iron foundry industries, all of which had to be shovelled many, many times. On the human side, I was able to emphasise the generations of Cornish families who had sailed the tempestuous seas to bring their precious cargoes to our shores. Cargoes that, had they had not existed, would have completely changed the industrial, financial, community and ecclesiastical history of Cornwall.

Following my address, many people chatted to explain how their research into harbours and other features of Cornish coastal life fitted in with the supply of coal and iron. Stories of these robust little ships and their gallant crews that in due course sailed the world are being collected by Dr. Garry Tregidga at the Institute of Cornish Studies. He has students studying local history. A former school pal from Camborne surprised me when he wrote,

'My grandfather, ggfather, gggfather all owned ships and lived in Pentewan and the Looe area. The IMOGENE, registered at Fowey was grandfather's last ship. I have his own handwritten trading accounts 1906 to 1916 when he sold it to be adapted to a Q ship.'

Cornish shipping is an essential part of local industrial archaeology. Its study opens a facet of Cornish history that

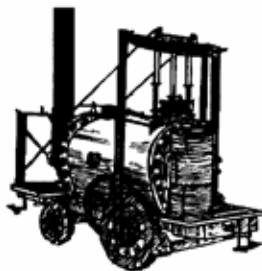
Schooner on a Cornish beach



may involve as many people as mining itself. Today it puts us in touch with many people who had not previously considered the Trevithick Society was connected to this major area of Cornwall's industrial heritage.

There is an opportunity for members of this Society to develop an interest in this subject.

**P.M.H.**





Saltash Bridge, 1924. Reblogged from  
*Tony Martin, Nostalgic Cornwall, Past and Present.*

## Dartmoor Tinworking Conference

6 - 11 May 2016, Tavistock, Devon

‘A Celebration of the Tinworking Landscape of Dartmoor in its European Context  
 — From Prehistory to the 20th Century’

### At a Glance: Event Schedule

Full ticket (discounted)	Reception, 12 lectures, all field trips (inc. lunches) and evening meals (3) £175
Fri-Sun	Reception, 12 lectures and Morwellham visit £110
Mon Field trip	Bal Mine, Outcombe Tin Mill, Ailsborough Mine £15
Mon Evening	Lydford Castle and Castle Inn £20
Tue Field trip	Beckamoore Combe streamwork, Upper Merrivale Tin Mill, Vitifer & Golden Dagger Mine or Beckamoore Combe streamwork and Lower Merrivale tin mill (am). £20
Wed Field trip	Hexworthy mine, Deep Swincombe tinner's building, Gobbett tin mill or Gobbett tin mill, Saddle Bridge turbine house and Week Ford tin mills £15
Wed Evening	Crockerntor and Two Bridges Hotel.



## LEVANT REPORT

More corrosion to the condensate pipework in the boiler house has now been discovered and rectified. There is strong evidence that original corroded pipework was used by the installation contractor when the new CFB boiler was installed, and also off-centre threading of new pipework contributed to the problems with steam leaks. S. J. Andrews of Redruth provided the new threaded pipes for us with the help of John Treloar. Members of the Greasy Gang fitted the pipework on Saturdays when the engine is not run, and at the beginning of steaming days before the driver of the day came in to fire the boiler.

Work is almost completed on the reconstruction of a dressing floor adjacent to the newly finished working jig.

We are still awaiting the result of the management plan to dismantle the Engart upcast fan fitted by Geevor over 45 years ago. This was originally installed when Levant was reworked by Geevor to extract Radon gas from the mine.

The repairs to Skip Shaft roof and now almost complete. It is hoped to get a decent flag pole put onto the head frame, so that the St. Piran flag can be flown again.

It was a busy week at the half-term break for schools at the end of October, and now that things are getting quieter, the Greasy Gang will review the maintenance and repair schedule to determine how long we will need to shut the engine down for the winter period. It is hoped to keep the engine going on Friday's as long as possible as the site has many visitors prior to Christmas.

Neil Burrige repeated his demonstrations of copper and tin smelting at Levant in August and also at the Botallack Country Fair in September. He turns copper and tin into bronze artefacts which are then put up for sale.

The 'Close to the Edge' evening walk from Levant to Botallack was well received with Mark Harandon. He tells

tales of mining carried out under the sea and the Levant Whim was in steam by candlelight.

We still have no news from Imerys that they may permit us to run the Parkandillick Engine for the 2016 AGM weekend in May. As far as I know this engine has not now run for about six years when Kingsley, Ken Brown and myself demonstrated it for Trevithick Society members. I shudder to think what condition that engine is in these days, with scant attention being given to it.

Ken Brown has advised me that the Parkandillick Engine is at present not in a safe condition due to the fact that the catches in the shaft have rotted. The engine is at rest 'outdoors' and now resting on the valve gear. This would need to be rectified before the engine is put to work again.

**Ron Flaxman.**

## WIDENING THE INDUSTRIAL NET

Elsewhere in this newsletter you will see a reference to ongoing research into the Cornish shipping industry. Cornwall's rich industrial heritage has many facets and they all interlink one with another.

By widening our interests into other industries we will undoubtedly attract the notice of people beyond where most of our attentions have previously lain in mining and engineering.

All the people in the history we have studied needed to eat, so did their thousands of horses. At a recent lecture organised by Bewnans Kernow on Cornish agriculture I asked the speaker if he knew of any history books on Cornish farming, he didn't. That is not to say that there aren't any; it's just that the subject clearly hasn't received the same research as mining and similar industries.

There is also the study of the people involved in all these activities, their goings-on can be can be enthralling.

There's little on the milling

Edwin Harris, once a familiar figure delivering bread in Hayle from the Cornubia Steam Bakery.



industry although virtually every Cornish stream or river drove at least one mill for the production of flour or grist. One of the most famous was Loggans at Hayle, formerly occupied by W Hosken & Son who also bred an internationally acclaimed herd of shorthorn cattle. The company was amalgamated with Richard Trevithick's grandson John Harvey Trevithick, who operated the mill at Foundry, Hayle, to become Hosken, Trevithick, Polkinhorn & Co Ltd.

While there continued to be a great deal of baking, sweet and biscuit making at the Foundry end of Hayle, the millers at Loggans had difficulty recruiting female staff who were attracted by the higher wages offered at the National Explosive works on the nearby Towans.

The likelihood of an explosion on the Towans was only marginally higher than that in the mill as the hydro carbon content of the flour dust was highly volatile. This was revealed by major fires at both the Loggans and the Devonport mills.

Naturally, I'm interested in the history of this pre-eminent West Country company with other mills at Truro and Plymouth and outlets throughout Devon and Cornwall. Many people have come forward with information and I'm grateful to Mrs Rosemary Richards for the accompanying photograph of her grandfather. Any further items of H.T.P. or Farm Industries Ltd history will be gratefully received and ultimately acknowledged.

**P.M.H.**



## BOOK NEWS

In 1978 three friends, who shared an interest in transport and industrial history, decided to become publishers in their spare time. They wished to publish books which interested them and so Twelveheads Press was founded by Michael Messenger, John Stengelhofen and Alan Kittridge. For thirty-seven years the company has published quality books about mining, railways, maritime history and Cornish heritage. Published authors, in addition to the three founders, include Justin Brooke, M. J. T. Lewis, Peter Stanier, Tom Greeves and many others, all experts in their field.

The new press's first title was Michael Messenger's own *Caradon & Looe: the canal, railways and mines*. This title has been in print continuously since initial publication, appearing this year in a handsome, third, paperback edition. It remains the definitive work on the area and the first port of call for reliable information on it. This is a remarkable record. I must declare an interest here; I bought my copy of the first edition in 1978 and have been a loyal customer ever since.

If you have not seen the latest edition, I commend it to you. At £16.00 for 168 large format pages with excellent illustrations, it represents very good value, even if you have the 1978 original. ISBN 978 0 906294 82 6. Twelveheads Press has now published over 80 titles, a remarkable body of work, and a rebuke to those who would too easily write off the quality printed book as obsolete. Long may they continue!

**Graham Thorne**

## BROOMWADE

The Society has been contacted by a Mr Peter Tozer who is the joint author of *Broomwade – British Made: A History of Broom & Wade Ltd., High Wycombe 1898-2006*. ISBN 978-0-9931262-0-8 This is the story of a company whose history

became entwined with Holman Brothers and includes previously unpublished information about the merger negotiations between those two companies extracted from the records of the government's Industrial Reorganisation Corporation.

The book is published at £20.00 but is on offer to former Comp-Air Holman employees at a special rate of £12 including postage and packing, direct from the author. Details below.

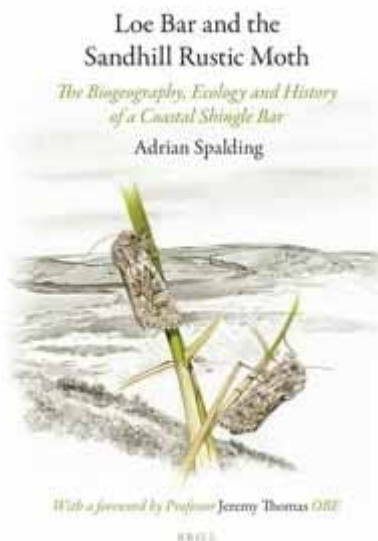
Peter J. Tozer, 25 Greenacre Drive, Walmer, Deal, Kent CT14 7UQ.

**Graham Thorne**

## LOE BAR

Although, the title of the new book does not look promising from an Industrial Archaeology perspective, the author, Dr. Adrian Spalding has a long-standing interest in the insect life of Cornish mine workings, and, I am told, in his discussion of the history of the Bar, the book deals with whether Helston was once a port.

**C.N.F.**



## SOCIETY MEETINGS

### Society Programme

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.

#### Friday 11th December (ECB).

Christmas quiz - Back again this year by popular demand, Come along for an evening of pre-Christmas fun with a Cornish history slant. Composed and hosted by Richard Humphrey.

### 2016

#### Monday 11th January (ECB).

Tudor tin mine - Stuart Emmett hopefully at KEM

#### Tuesday 16th February (ECB).

##### *Miners and Migration*

A talk by Barry Gamble on the link between mining and the mass emigration of the Cornish to every corner of the globe.

#### Monday 14th March (ECB).

*Cornish Images* by Simon Jones.

#### Monday 11th April (ECB).

*John Taylor* by John Manley.

#### Monday 9th May (ECB).

*Graham Williams time at Geevor.*

#### Monday 13th June (ECB).

*Cornish tin lodes* by Callum Beeson.

#### Field trips:

#### 25th March - 4th April. (ECB).

*Nenthead mines, Cumbria*

#### Friday 24th June (ECB).

*Delabole slate quarry*

### Contacts

#### Kingsley Rickard

6 Seton Gardens,  
Weeth Road,  
Camborne.  
01209 716811  
k.rickard@talktalk.net

#### John and Cheryl Manley

East Cornwall Branch,  
28 Fairfield,  
St. Germans.  
PL12 5LR  
01503 230768  
teammanley@outlook.com

For up-to-date news follow us at:  
<http://teammanley-ts.blogspot.com>

**Non members are welcome to all talks.**

## MEMBERS' BENEFITS

Trevithick Society members are entitled to free entry (on production of the membership card) to the following attractions:

- King Edward Mine
- Cornish Engines at Pool (East Pool Mine and Michell's Whim)
- Levant
- Geevor Museum

Also:

Members are invited to visit Poldark Mine free of charge on production of a valid membership card.

10% off book purchases at Tormark.

20% off purchases at KEM shop.

# TREVITHICK SOCIETY OFFICERS AND OTHER REPRESENTATIVES



**President: Bryan Earl**



**Chairman: Philip Hosken**

3 Park Road  
Redruth TR15 2JD  
chairman@trevithick-society.org.uk



**Vice-chairman/Promotions Officer:  
Kingsley Rickard**

k.rickard@talktalk.net  
Tel: 01209 716811



**Publications Secretary &  
Journal Editor:  
Graham Thorne**

11 Heriot Way, Great Totham,  
Maldon, Essex CM9 8BW  
Tel: 01621 892896  
thornes@totham22.freerve.co.uk



**Newsletter Editor: Dr. Colin French**

12 Seton Gardens, Weeth Road,  
Camborne, Kernow. TR14 7JS.  
Tel: 01209 613942  
cnfrench@talktalk.net



**Membership & Subscriptions:  
Sheila Saunders**

PO BOX 62, Camborne. TR14 7ZN  
membership@trevithick-society.org.uk

**Hon. Secretary:**

**Post vacant**

PO BOX 62, Camborne. TR14 7ZN

**Curator:**

**Pete Joseph**

curator@trevithick-society.org.uk

**East Cornwall Branch**

John and Cheryl Manley  
28 Fairfield  
St. Germans  
Cornwall  
PL12 5LR  
01503 230768  
teammanley@outlook.com



**Communications Officer:  
Kenn Shearer**

kernowkenn@gmail.com  
Tel: 01209 832039



**Treasurer: Jerry Rogers**

17 Chiltern Road, Sandhurst,  
Berkshire. GU47 8NB  
jerryrogers@sgrconsultancy.co.uk  
Tel: 01344 775946

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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