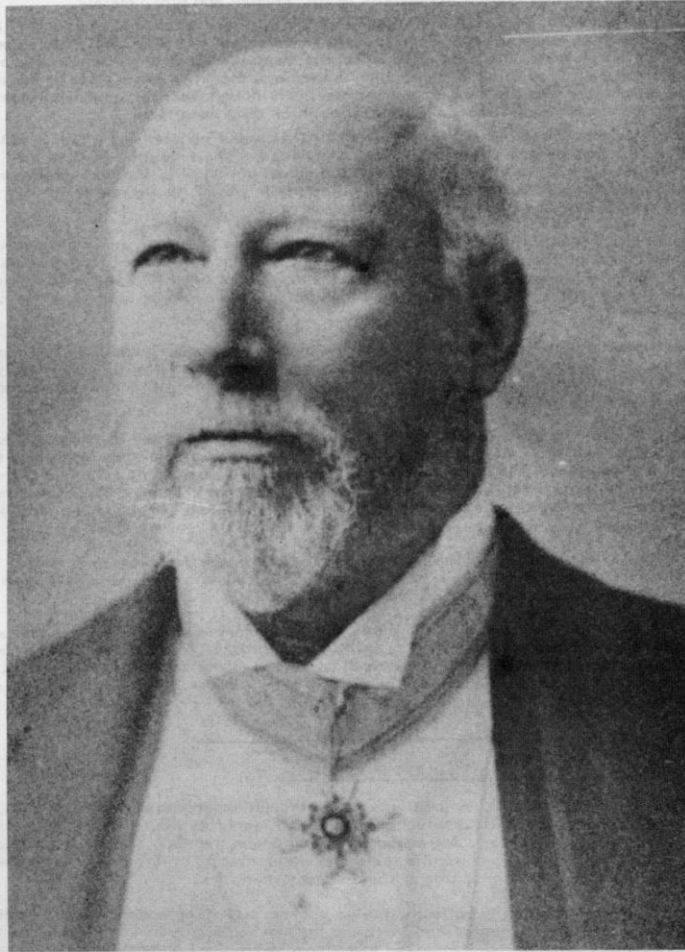


THE TREVITHICK SOCIETY

NEWSLETTER No. 25

MAY, 1979

Edited by Colin Yelland, 'T'rereife', 45 Chough Crescent, St. Austell



Francis Henry Trevithick (1850-1931)

1979 A. G. M. - Provisional Notice

The 1979 Annual General Meeting of the Society will be held on Saturday 22nd September 1979 in the St. Austell Area. Full details will appear in the August Newsletter.

CORNISH CONNECTION IN JAPAN

by Neil Pedlar

In 1874 there were in Japan 104 foreign railway engineers, 94 of them English. One of these was Richard Francis Trevithick (1845-1913) and he organized the building of the first steam locomotive to be made in Japan. He instructed his Japanese colleagues in various techniques and skills so that they were later able to set up bigger factories to make more locomotives and other rolling-stock.

This man was the grandson of the great Cornish engineer, Richard Trevithick (1771-1833) - the one who actually invented the very first steam locomotive that ran on rails in 1801! The great Trevithick is still celebrated today in his native Cornwall - small peninsula of unique character in the far southwest of England - which is rich in deposits of tin, copper and other metals.

At the age of 19 years, Richard Trevithick was the engineer in charge of several tin mines where he devised a new high-pressure steam pump to keep water out of the mines. This caused the pumps and engines of James Watt, the Scot after whom the "wattage" of every electrical appliance is named, to become obsolete. Trevithick made so many inventions that it is impossible to try to list them all, but the steam locomotive was the most important one even though George Stevenson took most of the glory, fame and money 20 years later, Richard Trevithick died penniless.

Another of his grandsons came to Kobe in 1877. This was Francis Henry (1850-1931) who stayed in Japan for 20 years before returning to England because of ill-health. In 1894 the Government Railway Authorities put him in charge of the construction of a line through the mountains in Karuizawa. Although he loved Japan and was dedicated to his work, he did not relish his tour of duty to Karuizawa mainly because of the food - or the lack of it.

When he first arrived in Kobe, there was no meat, cheese or butter available because in the days before refrigeration they could not be imported but he soon became accustomed to a diet of fish and fowl. But in Karuizawa up in the mountains there was not even fish and a Government regulation forbade the carrying of firearms, so no birds or animals could be shot. He had to survive on rice and vegetables!

However the salary of these two Trevithick brothers was good - Francis Henry received 450 yen per month and Richard Francis an affluent 675 yen. Remember that at this time one yen was worth one silver American dollar. The Japanese Government also paid a generous pension to all their foreign engineers from when they retired until they died.

Both the Trevithick brothers had Japanese wives. The only daughter of Richard Francis died young, but Francis Henry produced two sons and two daughters. The eldest son, Yoshitaro Richard, studied navigation and seamanship in London and later returned to Japan to join the N. Y. K. steamship company. In 1916 he was made a captain and commanded the 10,000 ton "Hakusan Maru" that ran between Yokohama and London. On these trips he would take sembei, sake and other Japanese food back to his retired father in England!

He had to assume Japanese nationality in order to command a Japanese ship and so Trevithick became Captain Okuno - taking his mother's name. One of Cap. Okuno's sons has resided on the Bluff in Yokohama for many years and works for Lloyd's Company.

Many of these foreign engineers in the early Meiji era married Japanese girls and a few years ago during the jubilee celebrations of the JNR, a search was initiated to trace the descendants in order that they should be presented with a gold plaque. Mr. Yamanaka of the JNR, Okuno and NHK TV took part, but no others were found. The record of each family tree - koseki - were not kept as strictly then as they are nowadays.

ST. JUST FOUNDRY

In 1834 Nicholas Holman, a comparatively young though experienced engineer, brought to the flourishing St. Just mines the skill and techniques he had learnt as a foreman in Copperhouse Foundry. It was a very propitious time, for many mines had begun the radical change to steam power; Holman's small foundry set amongst the leats and water stamps of Tregeseal valley was soon supplying the demand for tools, boilers, pitwork and sundry ironwork.

There were disadvantages; supplies had to be packhosed along appalling roads either from Penzance or Hayle. Until Foundry House was built and the Holman family moved completely to St. Just, Nicholas Holman's young sons daily walked over from Hayle via Ludgvan and Ding Dong to superintend the work. Skilled hands had also to be enticed westwards to bleak St. Just, where they started work at 5.40 a.m. and finished at 6 p.m. with half an hour for breakfast and an hour for dinner. By the 'sixties, many workmen lived in 'Holman's Court' at Tregeseal, popularly known as 'Clothes-line Square', for obvious reasons; another innovation was a new turnpike leading up the valley to join the highroad close to Balleswidden Mine, one of the foundry's best customers.

The foundry early established a good reputation; a five-ton, 20 ft. boiler for the Portsmouth Waterworks was completed in the first year. Engines were also built, including a 30 inch pumping and stamping for the now-vanished Boswarthen Mine at Sancreed; when the mine was advertised for sale in May 1854 the engine was described as being 9 feet in the shaft and 8 feet 'indoors', with a 9-ton boiler, fly-wheel, axle, and 32 heads of stamps 'complete and nearly new'. The work of the Holman Foundry was also apparent among the rest of the sale lots, for besides the usual tools, sieves, etc., there was offered a kitchen slab.

The slab, or Cornish range, was actually born in the early 'fifties at the St. Just Foundry, and replaced wholesale the traditional open turf and furze fire; they were not limited to Cornwall, and found their way all over the world, particularly where there were Cousin Jacks, and one was even shipped to the Falkland Islands. Mostly the slabs were plain and small, the only brasswork a simple door knob and drying rack, the whole costing around four pounds. Considerably more expensive were the superbly ornamented and panelled versions that graced big farmhouses or the kitchens of Victorian villas, though they gobbled fuel like miniature '90s' and acquired the reputation of being 'thieves for coal'.

Nicholas Holman did not confine himself purely to iron founding. His other interests included corn-milling, supply of manure and agricultural stores, and a busy trade in farm implements and machinery. He is credited with the introduction of the first iron plough in West Cornwall, and also the first horse-drawn winnowing and threshing machine; by the late 'fifties his four-wheeled scarifiers had also ousted the old-fashioned and very crude brush harrow of blackthorn bushes. He took shares in many St. Just mines, often in lieu of payment for work done; these included Balleswidden, whose redundant though successful gasworks he re-built at Tregeseal in 1863 to supply light to St. Just town. The inauguration of the new lights coincided with the celebrations of the marriage of the Prince of Wales, so one of Holman's engine fitters, Edward Easterbrook, built a model engine of copper and brass tubes which revolved by means of a pulley belt, and was decorated with evergreens and bunting and illuminated by numerous gas flares; which dangerous contraption must have presented a truly remarkable sight.

Neither did Nicholas Holman neglect the social position which he achieved through the very success of his foundry, being a staunch Christian, an abstainer, and founder of the 'Tradesmen's Benefit Club' which met at the Wellington Hotel. When he died on 9 June 1867, tragically preceded by his eldest son and a younger daughter, his cortege numbered over 400, and black flags were hung in the streets.

The foundry, and the family's other works at Penzance, were taken over by his son William, a frugal and conservative man, though these qualities were much needed since his father's mine adventuring had sapped their finances. William himself seconded the recommendation to sell Balleswidden early in March 1873, and sat on the committee of liquidation; included in the subsequent sale was the old Copperhouse Foundry boiler, which had been re-built by Holmans to serve the 24 inch pumping and stamping engine later bought by Morvah Consols.

Despite the contraction of mining around St. Just in the following decades, the foundry continued to prosper by diversifying into all types of general engineering. This included wheel-wrighting and cart building, council contracting, and a very large production of agricultural implements and machinery; the latter were displayed and won many awards at Royal Cornwall Shows, where the firm's stand became a permanent feature. There were also specialised jobs such as iron shrouds for waterwheels, the Gear Pole beacon off Penzance harbour, ornate railings and balustrades such as those on the Penzance promenade and those which once enhanced the frontage of St. John's Hall, Penzance, for which latter railing the ornamental heads alone required a wooden moulding pattern of forty pieces, designed and assembled with superb craftsmanship by Matthew Eddy, the doyen of the patternmakers at St. Just.

There was still mining work, locally from Levant and Bottalack, and occasionally from abroad; a steel lattice pithead gear complete with skips was supplied to the Sudan goldfields, and in 1910 a 6 head of stamps was built to the orders of a Mr. Trounson and then dismantled and shipped back with him to the Cape in parcels small enough to be carried by mules.

The firm became a limited company on the death of William Holman in 1894, and John Holman, the oldest surviving brother, became chairman of the new board. This period saw increasingly the rising importance of the Penzance branch at the old Borough Arms Foundry, both as a retail and work shop. There was another shop in St. Just, which repaired and sold bicycles and retailed paint, ironmongery etc., and from 1904 the family had a thriving ship repair business in the rejuvenated Penzance dry dock. So important was the Penzance interest that there was a strong feeling that the

firm's offices should be transferred there from St. Just; this threat was enough to cause William to turn in his grave, for he had always treated the Penzance branch as a 'sickly child', insisting that all orders etc. receive sanction from St. Just, and requiring the nephew in charge to report weekly on the work in hand.

Though the dry dock was eventually to eclipse St. Just, the little foundry at Tregeseal survived for a good many more decades upon agricultural and general engineering work. But the mining slumps of the 'twenties and 'thirties left only Geevor Mine still at work, while the increasing use of more sophisticated farming machinery and techniques that so altered the Cornish countryside and its needs inevitably reduced the Foundry's patronage. The last batch of slabs was made around 1936 for the then new council houses at St. Just; they were simple utility affairs and the once ornate nameplate was reduced to a plain lozenge of brass. Work finally ceased at St. Just in 1968, when the very unfortunate decision was made to demolish and clear the old foundry, which still contained most of its old machine tools and furnaces; so ending without any hope of preservation a tradition of 134 years of engineering and iron-founding at St. Just.

NORTHERN MINE RESEARCH SOCIETY
- BRITISH MINING NOS. 8 and 10

These two volumes in the Northern Mine Research Society Standard A4 format form part of a continuing series which is rapidly building up into a most useful reference source. Nor indeed should the name of the Society mislead in that there is much of interest for members of our Society and indeed almost any industrial archaeologist or mining historian. Both volumes may be obtained from the Northern Mine Research Society at 186 Station Road, Billingham, County Cleveland. British Mining No. 8 consists of 54 pages and is priced at £1.75 while British Mining No. 10 consists of 41 pages and is priced at £1.50 - in each case prices include postage and packaging.

Volume 10 in the Series is entitled "The Mines of Montgomery and Radnorshire" the reviewer could not help feeling that there was a certain element of romance in this seemingly purely factual survey by J. R. Foster-Smith of all the mines of the area. Surely there must always be excitement even if only vicariously, when thinking of the trial pits and adits dug in former times in the search for minerals of any kind, but of course in this area there was always the added stimulus that there was a possibility at least of finding traces of gold. The names too lend credence to flights of fantasy. Chirk Castle Mine is referred to as having been commenced in 1692 and at later stages was managed by the Vavieille Montagne Company - truly "a french connection". To cap it all the mine enjoyed the services of a water wheel by the name of "Samson". While it is items such as this that give interest to a volume it should be emphasised that the practical value must be the references by way of footnotes. In each case not only the work is identified but the page on which the entry to this particular mine can be found. Thus although not a detailed work any serious student would have from this work a very good basis for serious research. The author gives details of large and small mines, the most important being Van Consoles and even here the connection with Cornwall is strong as the method of working a vein as much as 50' wide with a soft hanging wall involved a special method of stopeing for safety reasons which was described by C. LeNeve Foster in a paper read before the Royal Geological Society of Cornwall. All in all a much more interesting book even for someone having no particular knowledge of the area than might be expected.

British Mining No. 8, by way of contrast, is sub-titled *Memoirs of the Northern Mine Research Society for 1978* and really constitutes a Journal containing eleven articles on a variety of topics. Again of interest to Cornish readers will be the printing of the copper ore public ticketing statistics in Cornwall between 1814 and 1856 which can be compared with those for a very similar period at Swansea. There are also articles on Hemerdon Ball Tungsten Mine and "Stanary Tales" from our own Justin Brooke. To the serious archaeologist the inclusion of articles on source materials on British Mining in the archives of the Institute of Geological Sciences and reports on excavations of an 18th Century Lead Smelter at Pate's Knowes, Wanlock Head and Buckden Out Moor Lead Smelting Mill will be welcomed. The plans for these excavations are particularly to be welcomed. The use also of job creation scheme employment reinforces the very great contribution to mining history and industrial archaeology that has been made by Government job creation programmes in recent years.

The accumulating body of serious mining and industrial research now being published is, although it achieves little outside notice, something that future generations must surely look back on as the tangible results of the flowering of interest in, above all, the practical efforts of practical men. This volume and the work of the Northern Mine Research Society generally adds to that corpus of knowledge which is cumulative and has more value as more individual items are added to it. There are references in this work which will undoubtedly spark off new thoughts in different directions so that the volume is not an end in itself but an opportunity for new beginnings.

Paul Stephens

"THE STEAM ENGINE IN INDUSTRY - VOLUME 1;
THE PUBLIC SERVICES"
by George Watkins

The figure of George Watkins will be familiar to many members of our Society as will his lifelong dedication to and interest in Steam Engine technology. This present volume gives us the benefit of his long research and photography.

In scope it is designed to be wider than simply relating to the water supply industry which will be the aspect best known to members of our Society, and in fact covers sewerage disposal and land drainage as well as the use of steam for power for electricity and gas supply and even leisure use in small ships. The photographs contain many that will not be known to members and which will not have been seen elsewhere. The captions are such as to make this proper work of reference and therefore of use to many concerned with allied but different areas of research. Indeed, engines illustrated were manufactured by some sixty different engine builders, although it is of course pleasant to see that of the examples illustrated, Harvey and Co. manufactured more than any other manufacturer. It is perhaps surprising, and to be regretted that there are apparently no surviving examples capable of illustration by either the Copperhouse Foundry of Sandys, Carne and Vivian or the Perran Foundry. However, there is much of interest here both for the pure Cornish engine enthusiast and those interested in up-country foundries and the style and decoration of these basically Victorian monuments to more stable times. The photographs, above all else, seem to give a sense of permanence, affluence, and the ever present but perhaps unrealised desire amongst the Victorians not only to make their machinery durable but also beautiful. Some of the fluted columns or chased ironwork shown really would lead one to think in terms of a temple of technology. George Watkins refers to the Cornish engine as being the highest development of the first successful steam engine of 1712 which was "a brilliant conception that allowed variation in the proportion and placement of the parts, and one which persisted for over 250 years." One must resist the temptation to be nostalgic, but certainly it can be claimed that the services of Cornish engines and their variants to the public of this country in so many ways over such a long period is unlikely to be repeated in times when technology changes so rapidly. One must look forward to further volumes in this series.

Published by Moorland Publishing Company Limited of 9 - 11 Station Street, Ashbourne, Derbyshire, at a price of £5.75. this volume in hardcovers consists of 128 pages including 103 photographs.

Paul Stephens

SOURCE MATERIAL

Members may find the references to industrial subjects in the various journals and magazines quoted below of use in research work:-

Journal of the Royal Cornwall Polytechnic Society

(Period examined - 1853 to 1858)

- 1853 - Pg. xxvi - observations on mine ventilation and man machines - H. Mackworth
- 1853 - Pg. 3 - ventilation of metallic mines - H. Mackworth
- 1854 - Pg. 28 - remarks on mining in Cornwall & Devon - Capt. C. Thomas
- 1855 - Pg. ix - miners portable ventilator
- 1856 - Pg. 47 - invention for improvements in machinery for moulding bricks and tiles - J. Roberts
- 1856 - Pg. 50 - ventilation of mines by mechanical and other powers - H. Mackworth
- 1858 - Pg. 1 - statistical investigation into the mortality of miners in the district of Lelant - R. Q. Couch

Devon & Cornwall Journal

(Only examined from No. 1 to Vol. 4 - Spring 1954)

- Pg. 12 - how they baked bread in old Cornwall - F. A. King

The Cornubian (official organ of the Cornish Association of the Transvaal)

(From September, 1953, No. 45 to No. 56 - January, 1957)

- No. 55 - report on the preservation of engines by the C. E. P. S. - "Cornish Mines and Engines"

Country Town (a Cornish quarterly)

(Autumn 1946 - Spring 1948)

Autumn 1946 - a china clay worker's life - Sidney Sheer

" - the patron saint of china clay (Cookworthy) - H. J. W.

The West Country Magazine

(From Summer 1946 to Spring 1952)

Vol. 2 No. 2 - Summer 1947 - Pg. 130 - Brunel: Poet-Engineer - G. Thomas

Vol. 2 No. 3 - Autumn 1947 - Pg. 193 - The flood at east Wheal Rose - A. K. Hamilton-Jenkin

Vol. 4 No. 3 - Autumn 1949 - Pg. 193 - the Cornish enginehouse - A. K. Hamilton-Jenkin

Vol. 7 No. 1 - Spring 1952 - Pg. 46 - some West Country canals - D. St. John Thomas

Cornish Archaeology (Journal of the Cornwall Archaeological Society)

(Vol. 1 to Vol. 9 1970)

No. 3 - 1964 - Pg. 80 - industrial archaeology in the south west - Kenneth Hudson

No. 5 - 1966 - Pg. 30 - the history of the tin industry in Cornwall - some suggested lines of research - R. F. Tylecote

No. 6 - 1967 - Pg. 74 - the industrial monument survey of Cornwall - S. W. Beard

No. 7 - 1968 - Pg. 15 - a Greek tin trade with Cornwall? - L. R. Laing

No. 7 - 1968 - Pg. 61 - the tin streaming industry in Cornwall: a survey

No. 7 - 1968 - Pg. 107 - early blowing houses at Godolphin - J. Schofield

No. 7 - 1968 - Pg. 108 - an unusual cider press, Tresco - M. Tangye

No. 8 - 1969 - Pg. 44 - the industrial archaeology weekend, 1969 - John Stengelhofen

No. 8 - 1969 - Pg. 47 - a Romano-British salt-working site at Trebarveth, St. Keverne - S. Peacock

No. 9 - 1970 - Pg. 81 - the Cornish Waterwheels Preservation Society

No. 9 - 1970 - Pg. 111 - an underground feature near Coverack Bridges, Helston - E. M. Rule, J. Stengelhofen, C. Thomas & M. Tangye

The Cornish Review

(No. 1 Spring 1949 - No. 9 Winter 1951)

No. 8 - Summer 1951 - Pg. 37 - my world as a woodworker - Robin Nance

No. 8 - Summer 1951 - Pg. 49 - the flower industry - Grania Lawrence

No. 6 - Winter 1950 - Pg. 30 - early Cornish railways - David St. John Thomas

No. 4 - Spring 1950 - Pg. 23 - Levant mine (poem) - J. Michael Brewer

No. 4 - Spring 1950 - Pg. 38 - Camborne School of Mines - G. Whitworth & G. Berryman

No. 3 - Autumn 1949 - Pg. 39 - the romance of Porthcurno cable station - Sir Stanley Angwin

No. 3 - Autumn 1949 - Pg. 61 - my work as a printer - Guido Morris

No. 2 - Summer 1949 - Pg. 48 - Richard Trevithick - A. K. Hamilton-Jenkin

(No. 1 Spring 1966 - No. 7 Autumn 1967)

No. 2 - Summer 1966 - Pg. 51 - holes in the ground - James Van Hear

No. 2 - Summer 1966 - Pg. 59 - the bal-maidens - Muriel Sara

No. 7 - Autumn 1967 - Pg. 15 - old man mine stack (poem) - R. G. T. Harris Bickford

No. 7 - Autumn 1967 - Pg. 24 - land of granite, men of granite - John Rowe

No. 7 - Autumn 1967 - Pg. 51 - underground - Frank Ruhrmund

No. 7 - Autumn 1967 - Pg. 58 - port and railway of Pentewan - K. L. Asheton-Salton

Autumn 1960 - Vol. 3 No. 3 - Cornish Inventors William West - T. R. Harris

Winter 1960 - Vol. 3 No. 4 - Pg. 5 - Rosewarne, Camborne - Holman new Head Office

Summer 1961 - Vol. 4 No. 2 - Pg. 52 - Cornish Inventors - William Bickford, - T. R. Harris

Winter 1961 - Vol. 4 No. 4 - Pg. 61 - Cornish Inventors - Nicholas Oliver Harvey - T.R. Harris
Autumn 1962 - Vol. 5 No. 3 - Pg. 50 - Cornish Inventors - Sir Humphry Davy - T.R. Harris
Winter 1962 - Vol. 5 No. 4 - Pg. 60 - Cornish Inventors - The Tangye Brothers - T.R. Harris
Spring 1963 - Vol. 6 No. 1 - Pg. 56 - Cornish Inventors - James Sims - T.R. Harris
Summer 1963 - Vol. 6 No. 2 - Pg. - Cornish Inventors - Henry Trengrouse - T.R. Harris
Autumn 1963 - Vol. 6 No. 3 - Pg. 59 - Cornish Inventors - Goldsworthy Gurney - T.R. Harris
Summer 1964 - Vol. 7 No. 2 - Pg. 54 - Cornish Inventors - John Darlington - T.R. Harris

From Dennis Pallant

58, Parkstone Avenue,
Southsea,
Hants. PO4 0QZ

You might remember my query which appeared in the Trevithick Society Newsletter No 21. regarding an association between some of my ancestors and Richard Trevithick. My brother E.W. Pallant, M.I.E.E., C.Eng. has pursued his genealogical researches somewhat further into the Hambly family in particular and it occurred to me that readers might be interested in the following. This might also assist my brothers' researches further if it provokes any response.

Samuel Hambly - Richard Trevithick's Carpenter

In the biography of Richard Trevithick by his son Francis there are several references to Samuel Hambly and other members of the Hambly family are also mentioned. Samuel Hambly undertook part of the construction of the Camborne steam carriage in 1801 and received £3.13.6. He also worked on the other locomotives and "performed an important share in bringing those inventions into use". He was a cousin of Mrs. Trevithick, Jane Harvey, and is referred to as "Old Sam Hambly" on one occasion suggesting perhaps that there was also a young Samuel. There is also reference to the presence of the Hamblys in Limehouse in 1808 and to the men continuing to work when there was not the means of paying their wages. "This fraternity between Trevithick and his men extended through the Hambly family to a brother old James Hambly who taught the author (F. T.) to use mechanic's tools, because Captain Dick was such a wonderful man." Possibly there was also a young James Hambly. There was obviously a bond of affection and respect between the two families and one gets the impression of a number of the Hambly family travelling with Trevithick as his workmen.

These data from Francis Trevithick fit with some recent genealogical researches into the Hambly family, by my brother.

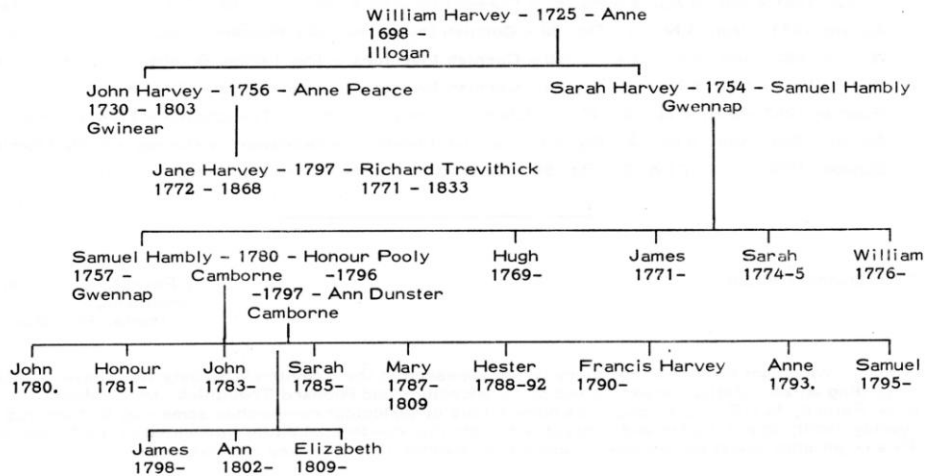
A Samuel Hambly was married to a Sarah Harvey at Gwennap in 1754 (Boyd's Marriage Register). If this Sarah Harvey was the daughter of William Harvey (1698 -), backsmith of Illogan, she would be the sister of John Harvey (1730 - 1803) who was Jane Trevithick's father (The Harveys of Hayle by Edmund Vale).

Latter Day Saints' records give a Samuel, son of Samuel and Sarah Hambly baptised at Gwennap in 1757. This Samuel is the presumptive associate of Richard Trevithick and cousin of Jane Trevithick.

The Camborne Parish Register records four further baptisms of children of Samuel and Sarah Hambly: Hugh, 1769; James, 1771; Sarah, 1774; and William, 1776. James, brother of Samuel could be the "teacher" of Richard Trevithick's son Francis referred to above.

The Camborne Parish Register shows a marriage in 1780 between Samuel Hambly, carpenter, and Honour Pooly; further described as sojourners! This Sam is again assumed to be Trevithick's associate, perhaps a sojourner because born in another parish he came to Camborne with the family sometime between 1757 and 1769? However the family appears to have remained at Camborne as there are records of baptisms of nine children of this couple down to a Samuel in 1795. This could be the corresponding young Sam to Francis Trevithick's old Sam. There is also a further marriage between Samuel Hambly, carpenter and widower, to Ann Dunster, widow, in 1797 after the death of Honour Hambly in 1796. A series of three baptisms of children from this remarriage include a James, 1798.

Thus there are a number of facets of this family tree which lead to the speculative conclusions relating to the association with Richard Trevithick. I would be very interested to hear of any further evidence which would confirm or contradict the conclusions which I have drawn.



**MUSEUM BUILDS FULL - SIZE WORKING REPLICA OF THE WORLD'S
FIRST RECORDED STEAM LOCOMOTIVE**

175 years ago, on February 21, 1804, Richard Trevithick drove his locomotive along the tramroad from Penydarren to Abercynon in South Wales. This was the first journey of significant length undertaken by a steam locomotive anywhere in the world.

Cardiff's Welsh Industrial and Maritime Museum is commemorating this historic journey by constructing a full-scale live-steam replica of the locomotive. Wagons, similar to the type used on the Penydarren Tramroad, will also be constructed and the locomotive and wagons will be operated on a specially laid length of track on the Museum's site in Cardiff Docks.

The construction of the locomotive itself will be a collaborative project: various components of the locomotive such as the boiler, wheels, cylinder and valve motion, will be manufactured by various companies associated with the coalmining and steel industries. The actual assembly of the locomotive will be undertaken by trainees in an engineering workshop in South Wales. Invaluable assistance in the establishment of these industrial links has been given by the South Wales Area of the National Coal Board. The wagons will be constructed by three technical colleges in South Wales and the production of the engineering drawings for the locomotive has been undertaken by Locomotive Enterprises Ltd.

Unlike today's railway vehicles, the early nineteenth century locomotives and wagon wheels had no flanges and plate-rails to keep the train on the track. These will be specially manufactured for the new replica. A separate interchangeable set of flanged wheels will also be made so that it will be possible to run the replica on a normal standard gauge track, such as that which will shortly be laid by the Butetown Historic Railway Society.

'Although the Trevithick locomotive made its first trial trip on February 13, 1804, it was the journey on February 21 of that year which has the greater historical significance,' says Dr. Stuart Owen-Jones, Assistant Keeper of the Welsh Industrial and Maritime Museum. 'This journey took place as a result of a 500 guinea wager, between Samuel Homfray and Richard Crawshay, that the locomotive would haul a 10-ton load of iron for 10 miles from Penydarren to Abercynon - and pull the empty wagons back again. The locomotive's successful journey has always aroused great interest in Wales. It gave rise to many romantic stories of legendary proportion!'

'This ambitious project,' says Dr. Stuart Owen-Jones, 'will provide an exciting exhibit for visitors to the Museum. Construction work will start soon and we hope that by the end of the year the "iron horse" will be in motion.'

Further information from: Dr. Stuart Owen-Jones, Welsh Industrial and Maritime Museum, Bute Street, Cardiff.
Tel. Cardiff 371805.

A NEW LOCAL INDEPENDANT PUBLISHING COMPANY

Alison Hodge has had a bookshop in Penzance for the past eighteen months and is now starting a publishing company to produce book on social and regional history; traditional and contemporary crafts, and collections of photographs both early and modern. The books will combine thorough research and scholarship with the highest standards of design and production.

The first title is a ST. IVES ALBUM, a collection of early photographs of St. Ives compiled by the artist and photographer Andrew Lanyon. This will be available in mid May (price £2.95 from booksellers, or from Alison Hodge plus 20 pence post and packing). Later in the summer, she will publish CORNISH GUERNSEYS AND KNIT-FROCKS, by Mary Wright, who is well known for her research and the exhibitions of traditional Cornish knitting.

E. C. C. Review

(Christmas 1957 - Christmas 1968)

Christmas 1957 - Pg. 5 - John Lovering - R. Pearce

" " - Pg. 6 - Par Harbour - A. S. T.

Spring 1958 - Pg. 3 - The founding of the china clay industry - R. Pearce

" " - Pg. 4 - Appreciation of Mr. Thomas Martin of Lee Moor (1832-1913) (Poem) - W. O. M. K.

Summer 1958 - Pg. 2 - 120 Years engineering at Charlestown - B. Broad

" " - Pg. 12 - A faithful servant - Parkandillack Engine - W. K. Andrew

Autumn 1958 - Pg. 10 - Stannon story - Capt. H. Hancock

Christmas 1958 - Pg. 4 - A find of lead at Par - L. B. G.

" " - Pg. 20 - Trethosa claywork in 1810 - R. Pearce

Spring 1959 - Pg. 2 - Parkandillack Calciner - H. H., J. V. S., A. I.

" " - Pg. 7 - Old St. Austell - R. Pearce

Summer 1959 - Pg. 2 - The Croft Granite brick and concrete Co. Ltd., Leicestershire
(an E. C. C. subsidiary)

Autumn 1959 - Pg. 7 - Drinnick (pit) - Capt. M. Arthur

Christmas 1959 - Pg. 10 - The ball clay story - E. R. J.

Christmas 1960 - Pg. 10 - The Pochin puffers - Capt. Russell Kessel

Autumn 1961 - Pg. 10 - Lee Moor Railway - W. O. Meade-King

Spring 1962 - Pg. 31 - Obituary: Capt. Marshall Arthur

" " - Pg. 6 - Gaved's or "Rags" engine at Blackpool Pit - W. Kendall Andrew

Spring 1963 - Pg. 20 - Locomotives of our own

Summer 1965 - Pg. 10 - The passing of the Lee Moor brickworks - B. L. A. Turpin

Christmas 1965 - Pg. 9 - Lee Moor Brickworks - W. K. Andrew

Spring 1966 - Pg. 10 - Capt. Maynard's clay washing machine - J. V. S.

" " - Pg. 1 - The calcium silicate brick plant at Lee Moor - W. O. M-K,

Summer 1966 - Pg. 7 - More facts on the Lee Moor firebrick works - P. L. A. Turpin

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Christmas 1968 - Pg. 4 - Blackpool plunger pumps - "In memory of what used to be" W. K. Andrew

Mining Survey

(Part run - 1965 - 1967 - no relevant entries)

Tin and its uses

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