

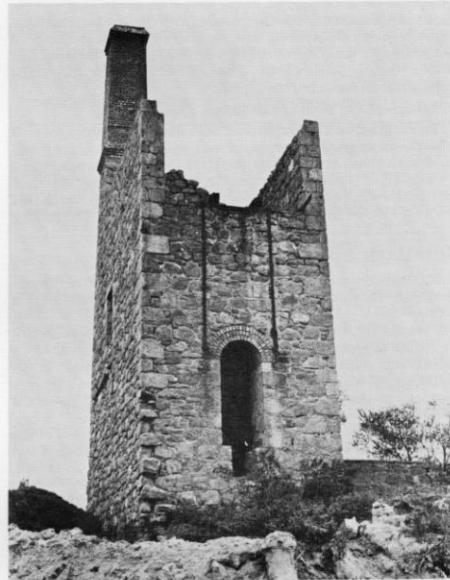
# THE TREVITHICK SOCIETY

NEWSLETTER No. 46

Price to non members 30p

AUGUST 1984

## Two more Cornish enginehouses are demolished



### Trevithick Day a great success

That the sun should shine so brilliantly on Saturday 28 April was a bit of luck for Camborne's Trevithick Day organising committee who had worked so hard getting off the ground what now looks like becoming an annual event.

Not since the celebrations at the ending of World War 2 have I seen Camborne town centre packed with so many people! Trelowarren Street (the main street) was closed to traffic for most of the day whilst processions of various kinds made their way through. The first event, the Bal-Maidens and Miners Dance, set the pattern for what was to follow: street players, local choirs, the Camborne Town Band, Punch and Judy, they were all there, some might think to the detraction of the great Richard's engineering achievements.

But steam was not forgotten. Three road engines belonging to members of the West of England Steam Engine Society and led by the magnificent Burrell showman's engine "Gladiator" brought lumps into throats as they made their stately way through the crowds at less than walking pace, their silence and majesty a contrast to the "dieselly" behaviour of today's prime movers.

The Trevithick Society had been invited to participate at an early stage and it was unfortunate that our former chairman's illustrated lecture on Trevithick's life and work the previous evening (reported elsewhere) had been left out of the official programme. The result was a poor attendance. Our stand in the Donald Thomas Centre in the main square, however, was a huge success, Eric Edmonds reporting publications sales approaching £70 worth. In the next room a stand run by the Welsh Industrial & Maritime Museum at Cardiff publicised construction of the replica of Trevithick's pioneer Pen-y-Darren railway locomotive of 1804, and UBM Harvey displayed photographs of old Hayle and Hayle Foundry.

Council now has to give serious thought as to what our contribution to the 1985 Trevithick Day on 20 April should be. **KB**

Left: Last moments of Goold's 80-inch house.  
Above: Penhale 28-inch house: a loss for the St Austell district.  
(Stories on page 2 and below).

### Powder houses

The Newlyn East Parish Council claims that Old Shepherd's round powder house is the last complete example in the county. There is, however, another at South Penstruthal and your Editor would be pleased to hear of any others. A particularly fine example with a stone-built roof survives at Bremer Mine, Callington, south of Adelaide in South Australia.

### Penhale 28 inch engine

Our Secretary has referred to the sudden need to record the Penhale engine house in the Clay District. The house, on the eastern edge of Penhale pit south of Stenalees, contained a 28-inch pumping engine whose history is obscure, but it is believed to have been built by Charlestown Foundry. It was seen working and photographed by Frank Woodall in the 1930s but was scrapped by the time I first visited "the Clay" in 1944.

From two pair of straps fixed to the soleplate and running down the bob wall, it appears that the engine once worked double-acting and was probably then rotative. The cylinder bolts (still in place) are at 30 inches pitch which suggests that the late W. Kendall Andrew's figure of 24 inches for the cylinder bore may be incorrect. The strokes inside and outside of 9 feet accord with my own measurements. Next to the Cornish engine were the foundations of a steam hoist. **KB**

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### Hon Secretary's column

The response to my plea in the last Newsletter (for your nominations for the best sites worthy of preservation) was a deafening silence! But I did get 27 telephone calls to say that Goold's engine house at Wheal Grenville was about to be/was being/had been demolished. The house, built for a Harvey-built 80 inch engine in 1877-78, was becoming undermined ten years ago when two of the four Wheal Grenville enginehouses were scheduled. So another relic of the industrial past has gone—a fine building in its day but, not being up to the standard of its neighbours and being on the side of a road, would have been difficult to justify for preservation.

Another enginehouse to go recently was at Penhale in the Clay District. Fortunately, thanks to the cooperation of the Area Estate Surveyor of English China Clays, its demolition was delayed until Kenneth Brown had taken photographs and measurements for record purposes. Thanks also to friends at Cornwall Committee for Rescue Archaeology whose vigilance brought this to our notice, and whose growing concern for industrial archaeology is most heartening.

Photographs of both enginehouses appear on page 1.

The Programme Committee has next season's programme well in hand—an interesting variety of lectures and visits which, combined with those arranged by the East Cornwall Branch, offers the biggest and best programme in the Society's history! But next year we have two anniversaries to celebrate—so watch this space for further details. **Bill Newby**

### Botallack appeal

Many members will be wondering what is happening to the restoration of the Crowns engine houses at Botallack. The situation is this.

A Manpower Services Commission scheme has been accepted, a building supervisor appointed and the scaffolding donated by ECLP. But approval is awaited from the Health and Safety Inspector; an engineer's report has been submitted and a reply is expected in the very near future. Once approval is given the MSC team will be recruited and work begin.

So far about £12,000 has been donated. The Department of the Environment will make a grant equivalent to a third of the total cost and the Countryside Commission will make this up to half. This funding is sufficient to go ahead but leaves no room for contingencies. The organisers have had to take out a 21 year lease to make the site accessible to the public (at present there is no right of way down the cliff path to the Crowns). To cover the rent and the insurance over the period of the lease, a sinking fund is to be set up and for this additional funds are required.

The organisers are grateful to the Trevithick Society for its support and to individual members who have made donations but further contributions would be gratefully received. Contributions to the Appeal Fund should be made payable to "Carn Brea Mining Society" (Botallack Appeal Fund) a/c No. 57507554 and sent to: Lawrence R. Holmes ARICS (Minerals), Rivergarth, Bar Meadows, Malpas, Truro, Cornwall TR1 1SS.

### Tekoa Hayle Ltd—master plan

The Chief Planning Officer of Penwith District Council is keeping the Society informed of the latest developments following our objections to the demolition of Harvey's fitting shop.

An engineering hydraulics survey is to be carried out to determine the operation of sluices at Carnsew and Copperhouse pools and the amount of dredging will be subject to the findings of the survey. The infilling of Penpol Dock has not been accepted but is subject to further discussion. Reference to housing at Lelant Quay has been deleted and further discussions are required regarding the size of the proposed hotel. Other references concern the interests of nature conservation. **WN**

### Welcome!

I would like to extend a cordial welcome to two new members of the Society whom I met in Australia.

Bruce Macdonald of Canberra is one of the nation's leading steam enthusiasts with a mass of historical information which he is always willing to share. He and his wife, Dorothy, founded the Golbourn Steam Museum and returned to steam its centrepiece, a Woolf compound rotative beam pumping engine built by Appleby Bros. in 1883. We first met in Cornwall and it is hoped that he and Dorothy will be back in the UK for a visit next year.

Jack Connell is an engineer with a depth of knowledge on machinery of all kinds. He has a part-time job with the Heritage Unit of the Department of the Environment for South Australia, which has an office in Adelaide. Jack's prime responsibility is identifying and recording historic mining sites. His report cover-

ing some two dozen beam engines known to have worked in South Australia includes several Cornish engines with cylinders of up to 80 inches.

To both these gentlemen I am indebted for their excellent company, and for pointing me towards, and taking me to, far more sites than I could otherwise have managed. **KB**

### 1985's two anniversaries

Next year the Society has two important anniversaries to commemorate. One is the formation of the Society itself or, more accurately, of the Cornish Engines Preservation Committee which was formed in 1935 to save what it could of the machinery at Levant Mine after its closure. The committee, as every member knows, was soon reformed into the Cornish Engines Preservation Society which may be regarded as this Society's true progenitor. Appropriately, therefore, Council is considering centering the celebrations around the preserved Levant whim.

The other anniversary is that of the famous trial of Austen's 80 at Fowey Consols when the engine was accredited with a duty of slightly over 125 millions—a figure which rocked the technical world and which gave great impetus to Cornish engineering and the export of its products to far corners of the world. The trial took place on 22-23 October 1835 and one idea is to arrange a site meeting on the nearest weekend to 150 years after the event. Apart from the engine house of Austen's 80, there is also the house of another 80 on Fowey Consols, the 12 ft stroke engine which worked on the Wheal Treasury section for a few years only. After several moves this engine finished up on Roskell's Shaft, Great Holway lead mine in North Wales where its house was demolished in very recent times.

Any members having their own suggestions as to how these two events may be celebrated are welcome to put them to Council for consideration; contact Bill Newby.

### Recording not enough

"Recording alone is not enough" said Ken Powell, Northern Secretary of Save Britain's Heritage, at the first of three Bossom Lectures on Industrial Building at the Royal Society of Arts in London on May 21. In his lecture entitled *Industrial Building in Retrospect*, the speaker laid stress on the desirability of preserving buildings if at all possible, ideally by rehabilitating them for new uses with as little disfigurement as possible. He illustrated the point with a fine collection of colour slides, mostly of northcountry textile mills, showing the best and worst solutions in regard to keeping alive such buildings, which are still so much a part of the Pennine townscape. **KB**

### Book Review

**When I set out for Lyonesse . . . Cornish walks and legends**, by Judith Cook, published by Alison Hodge, £3.95.

How often have we heard it said that because of the motor car, people have forgotten how to use their feet! Even in Cornwall, with some of the most magnificent scenery on earth, footpaths are disappearing due to lack of use: either becoming too overgrown or being ploughed up.

By subtle combination of contemporary description and early legend, the author sets out to encourage the reader to track down some of Cornwall's many treasures which are inaccessible by car. Most of the walks are quite short and so suitable for families, though some of the legendary events are so horrific one would be forgiven for not attempting the walks alone at dusk!

The book acts as a guide to lesser known places like St Nectan's Waterfall, Roche Rock, and Pont Pill as well as popular spots like Tintagel and St Michael's Mount. It might perhaps have been better to concentrate more on the walks and less on the fables, but at least it gives the authoress scope for more eminently readable works of this kind. There are a number of half-tones in the book's 96 pages but some are disappointing.

### Fame at last!

The Trevithick newsletter was mentioned on Radio Cornwall recently, reports John Corin. It seems that it was the reference to gunboat diplomacy in the report of his Newlyn lecture that attracted the attention of the media.

### AGM weekend

For details of this please refer to the loose inserts with this newsletter. For the rest of the Society's 1984 programme, consult the yellow programme card which every member should have. Our Publications Secretary will have a selection of the Society's publications for sale to members at the AGM, but would appreciate advance notice of orders. For list and address, please see November 1983 newsletter.

## Reports on Events

### 'The Cornish in Derbyshire' lecture, 30 March

As well as being a professional lecturer, Dr Lynn Willies is a 'doer'. He is Convenor of the preservation study group of the Peak District Mines Historical Society and has helped to reopen the Maggie Sough (adit) and raise a hydraulic pumping engine from deep underground. Both projects involved prodigious physical efforts. As the slides showed, the work done in Derbyshire is an example we might well ponder in the Trevithick Society.

Although there were an extraordinary number of little mines in Derbyshire in the 17th and 18th centuries—some 50,000 with perhaps 20,000 vein and mine names in one parish—dealing with a smaller field and one main mineral helps to concentrate minds in the Peak District. In Cornwall, 80 miles or so from end to end, there is such a wealthy scatter of remains that we hardly know where to begin. (It is to the credit of the Carn Brea Mining Society that they knew where to begin—with Botallack!)

In a commercial sense, Derbyshire was a century ahead of Cornwall in the development of its resources and had its version of the cost book system well in advance, while its mining law, also initially ahead, still operates with the Bar Moot. On the other hand Derbyshire hung on to Newcomen engines for too long. John Taylor, the great mining entrepreneur, introduced Cornish machinery and methods to Derbyshire, together with Cornish men.

The Trevithick water pressure pump was popular in Derbyshire, more so than in Cornwall where the topography is not so favourable to it. Cornish steam engines and dressing plant also came to Derbyshire and inevitably the men with them. In overseas mining fields most miners have been immigrants and the Cornish only another group. In Derbyshire they were much more alien and hardly welcome as representatives of superior technology. They tended to compound their sins by courting and marrying local girls.

The lecture might have been better attended, but perhaps the 'flu epidemic then raging in the county was to blame. Certainly those who attended found much of relevance to our experience, to which we might well pay heed. JC

### Hamilton-Jenkin Memorial Lecture, 13 April

The 1984 Hamilton-Jenkin Memorial Lecture, given in Truro by our President, is to be printed in full in the Society's Journal and covered mining in Cornwall in the 19th and 20th centuries. Mr Trounson reviewed Dr Hamilton Jenkin's work in setting up the County Record Office, his classic *Cornish Mines and Miners*, (the 16-part book on the smaller mines of Cornwall) fifty years of service on the Council of the Royal Institution of Cornwall and his devotion to the mining industry.

He recalled that Dr Hamilton-Jenkin told him of his attendance at what must have been one of the last count house dinners in Cornwall, at St Agnes. What a scene he could recall of that dining room, for as the maids opened the doors to bring in the joints of meat the roar of the steam stamps came in. More poignantly, Jack Trounson said that on his last visit to Dr Hamilton-Jenkin he was able to report that *Wheal Concord* was doing well, "Oh Jack, I'm glad" may have been the last word of the great student and protagonist of the industry, for half an hour later he died.

His *The Cornish Miner* was published not long before the great slump of 1929 and after that Cornish mining truly reached its nadir. After the frantic and sometimes ill-conceived efforts of the Second World War, a turning point came with the efforts of the Cornish Mining Development Association at a Conference on metalliferous mining in the fifties. Geevor and South Crofty somehow survived every threat, have expanded and been joined by *Wheal Jane*, the last looking at further expansion. In 1982 Cornwall produced 40 per cent of the UK's tin requirements, the largest production for 65 years.

In the second part of his lecture Jack Trounson looked in detail at some prospects in West Cornwall, south of Carn Brea, south of Townsend and in the *Wheal Vor* area. Needless to say the entire sweep of the lecture was delivered entirely without notes but we all know he is the walking 'memory bank' of the Cornish mining industry, past, present and future. JC

### 'Richard Trevithick', public lecture on 27 April

As a preliminary to Camborne's Trevithick Day James Hodge, our past Chairman, and also sometime Visiting Professor at Columbia University, gave a public lecture in Camborne the previous evening. He postulated that if, like Watt, Trevithick had been temperamentally capable of forming a partnership with

a man of Boulton's abilities, there is no knowing what he might have achieved in marketing inventions.

Trevithick was born in the right place at the right time with a native mathematical ability and by the age of 21 was in effect a consulting engineer in late 18th century Cornwall. With his advocacy of high pressure steam, together with the work of other Cornish engineers, Trevithick made it ultimately possible for the Cornish mine pumping engine to achieve a performance a hundred times that of the Newcomen atmospheric engine.

The first steam railway locomotive, which operated in South Wales, was also Trevithick's. The real tragedy of his life and work is that he was no business manager and was diverted to working in Peru, returning penniless years later. Nevertheless the list of Trevithick's inventions, or inventive ideas is a long one. It includes the immersed tube tunnel, the thrashing machine, bucket dredger, double acting water pressure engine, floating dock, containerisation for ships' cargoes, a method of refrigeration, a paddle wheel with air pressure which was getting close to the Hovercraft, and a reaction turbine engine. Trevithick may lie in a pauper's grave in England but his memorial lies in the hearts of all true Cornishmen. JC

### Bristol City Docks Tour, 19 May

After some anxiety owing to the slow rate bookings were received, 32 members and friends attended the Bristol Docks Area visit, organised by John Corin in his own former hunting ground. The coach schedule (given in the February newsletter) worked faultlessly and so full use was made of the four hours available in Bristol.

To save space, it is not proposed to review in detail what was seen at places open to the public. The National Lifeboat Museum and the Industrial Museum (both run by the City) are housed on the quayside in two former cargo transit sheds built in 1951. On view in the former is the former Sennen lifeboat "Susan Ashley"; outside the latter is a 35 ton Fairbairn type steam crane built by the Bath firm Stothert and Pitt in the 1880s and still capable of being steamed. (Your editor has driven it!)

SS *Great Britain* is now a marvellous sight, externally complete and snug inside the dry dock where she was built and from which she was floated out in 1843. It will be a long time, however, before she is complete internally. Brunel's famous steamship ended her life as a pure sailing ship, running aground in the Falklands in 1884. In 1970 she was brought back to her birthplace on a pontoon.

Highlight of the visit was the City Docks maintenance workshops at Underfall Yard, not normally open to visitors, and we are grateful to Docks Engineer David Neale for giving up his Saturday afternoon to show us around. The remarkable collection of Victorian machinery on view owes its survival to the fact that it was never used for production purposes, only repairs and renewals to vessels and plant. Here is a list:

#### Steam engine

A twin cylinder horizontal engine made by Tangye of Birmingham in 1885. Originally installed to drive a planing machine, but at the zenith of its working life it drove twelve machines and a medley of milling, shaping machines, and small lathes. It is still working regularly to drive at least six large machines.

#### Cornish boiler

Made by T. Beeley, with tubular firebox and flue with Galloway tubes, and natural draught. The original safe working pressure of 20-50 psi has been raised to 80. Is in excellent condition and still working regularly. In addition to the engine, the boiler now supplies steam to drive the twin punch and shears, the hammer, and heating for workshops and offices.

#### Feedwater pump

The boiler feedwater pump by J G Mumford at Colchester is of the usual type but is becoming more rare as older steam boilers are superseded.

#### Punching and shearing machine

This cam and lever punching and shearing machine by John Cameron was made in 1885 and is of interest due to its integral steam engine drive. It came to Underfall Yard about 1925 secondhand from G K Stothert's shipyard in Hotwells, Bristol. Its predecessor, installed in the blacksmith's shop until 1925 was belt driven from the line shafting driven by the Tangye engine. (This machine was moved to Avonmouth where it is still working.)

#### Steam hammer

At some time in its history the standard was fractured and, although a very neat repair by plating on both sides was done, any trace of a maker's name or reference number was eliminated. The model which it seems to resemble most closely is the Davis and Primrose self-acting hammer. There are two ancillary pieces of equipment, a circular heating hearth, blown by three tuyeres, and a pintle type swinging jib crane.

**Slotting machine**

The versatility of the J Whitworth slotting machine is its salient feature. Built in 1884, it has variable drive through four pulley cones and a back gear. The stroke of the tool slide is adjustable, so is the connecting rod gudgeon in a slot running nearly the full length of the tool slide. A ratchet drive to the table provides backwards, forwards, and sideways movement and rotation of the table during operation. By suitable gearing all these movements may be made continuous during the machining sequence. This is a truly remarkable machine for its age.

**Shaping machine**

A sliding-head machine by Hulse & Co. of Manchester, dating from 1880-90. It is interesting because of the provision which will allow it to accept large, small, or awkwardly shaped material. In addition to the normal straight cut in one plane, a rotating arbor is provided which allows for a straight cut to be made on a circular plane.

**Planing machine**

This machine is dated 1884, by J Whitworth of Manchester. It has quick reversing gear operating the table and is still in use.

**Hydraulic testing unit**

The main feature of this W H Bailey testing unit is its mobility—it is mounted as a wheelbarrow. As the hydraulic pipeline network is rapidly disappearing from the City Docks, this unit, too, is worthy of preservation.

**Lathe**

The usefulness and interest of the long-bed gap lathe by Kendal and Gent, dated 1884, is that apart from the long bed which is one casting, there are a number of attachable units which allow the machine to take larger and more difficult work.

*From notes by F Douglas C Jeffery*

**East Cornwall branch events**

**'History of the Cornish enginehouse', 4 May**

The second meeting of the newly formed branch took place at Webb's Hotel, Liskeard, on 4 May when we welcomed John Wellington of Smithhaleigh, near Plympton. He began his talk with the expiry of the irksome James Watt patent in 1800, after which Cornish engineers felt at large to develop the Cornish pumping engine on the lines of Boulton and Watt.

Concerning the engine-houses, he explained their construction in general and the extra strength of the bob wall, and the thickness necessary in relation to the various sized engines—referred to by the diameter of the piston—for example 60 inch, 80 inch or 100 inch. (The latter was the largest cylinder used in Cornwall.)

The enginehouse was built to suit the engine, and acted as its main frame, Mr Wellington showed slides of examples where a larger engine had later been fitted into an existing house and pointed out the alterations necessary. He explained the purpose of the various openings we now see, the cylinder door, driver's window, second floor, top chamber; aperture and holes for various beams and the main girder which took any shocks due to overstroking.

Stacks were discussed, the majority being incorporated in one corner of the house giving strength and stability to the whole. Others were free standing types. Different types were illustrated and reference was made to ornamental tops, castellated tops and the telescope stack seen in some parts of Cornwall. In many stacks the top third was made of brick using the tapered chimney brick, to suit a reduced thickness near the top and for pleasing architectural effect.

The lecture was well illustrated with slides and diagrams of examples from all parts of the county, and some to show the types found in Wales and the North of England. The meeting was well attended by some 40 people.

**'Engines of South Caradon', 1/2 June**

Of 14 large steam engines for disposal when South Caradon Mine closed about 1885, the location of only 11 can be picked up from engine houses shown on the 1st edition 25 inch OS map (surveyed about 1880). It is assumed that the other three were lying on the ground in bits but a 15th engine, one of the beam whims had earlier been sold to a china clay pit.

Today, exactly a century later, the location of the same 11 engines can still be discerned on the ground. But of the other three, we can only assume they were lying in pieces. This was the theme of Kenneth Brown's Friday evening lecture at Webb's Hotel, Liskeard. He proceeded to show an audience of more than forty, slides showing some of the visible remains as well as a few diagrams to assist in locating and interpreting the type and approximate size of engine from the available evidence. Of greatest interest at South Caradon are the remains of the drives to two man-engines.

Bill Newby took over the latter part of the evening and explained the mechanism of recording industrial remains, with a plea for willing members to come forward with a view to tackling sites in their area.

On the Saturday almost 60 members and visitors assembled at the Sun Inn, Crows Nest and partook of refreshment before proceeding in convoy to a parking spot close to the ore floors. En route the convoy passed under the fine masonry arch carrying the railway around the edge of Caradon Hill to avoid the rope-worked Gonamena Incline.

Overlooking the derelict ore floors, many of their area still paved with granite setts, the party listened intently to Mr Brown's description of the site layout despite intermittent drizzle. The whole place is on a rough moorland hillside and has consequently suffered little except by fairly natural decay to the fine collection of engine houses.

Near the valley bottom had been the 30-inch stamps engine and various mine buildings. The base of the engine and its stack are still visible. Then a climb up to Jope's Shaft where a 60-inch engine from South Garras was erected in 1862. Its house, boilerhouse, stack and masonry pit for angle-bob of a man-engine installed in 1872 are all in good condition. A little to the north a 50-inch pumping engine worked at Old Sump Shaft which was about 250 m deep and a winding engine pulling from the same shaft was clearly of the horizontal type. Fairly close by, Pearce's Shaft 50-inch engine house has a heavily buttressed bob-wall. This engine, put up in 1872, may well have replaced a smaller engine, the faint traces of which can be seen on the opposite edge of the shaft.

Clymo's Shaft probably didn't have an engine. It was passed before reaching a complex of buildings which had served Rule's (North) Shaft and Holman's where both 70 inch and 40 inch engines had done their turn of duty. A small tramway tunnel passes through the large burrow and the base of a horizontal engine with twin drums for pulling from both shafts survives.

The 70, incidentally, was the last engine built for South Caradon—it later went to Trevoole, near Camborne, and finished up at Wheal Jenkin only a mile or so from South Caradon. All its three houses still stand!

Further up the hillside Kittow's Shaft was reached. This was the furthest east of the South Caradon sett. Here the man-engine from Jope's Shaft had been reinstalled in 1880, newly powered by a 23 inch horizontal engine. The masonry base of the reduction gear is still in good condition. The shaft is unique in that three inclines dive in depth from the same shaft collar. These head towards the south, north-west and north but can no longer be seen as the shaft has been filled.

The group found the return downhill walk easier going. All had thoroughly enjoyed the trip and the harder souls ventured up the valley a little way to see the collapsed end of the adit, now more accessible.

CWS & KB

**Correspondence**

Dear Editor,

**New Terras Tin Mining Company, St Stephens**

I am carrying out some research on the above mine with Justine Brooke and would welcome information, photographs, etc. The elvan course in the sett was discovered in 1865 by James Hocking, and after an initial short and successful attempt at working a prospectus was issued to divide the mine into 12,000 shares and working continued until the 1890s. A 30 inch rotary engine was installed, and workings were both openwork and underground. The mine was managed by James Harris James of Grampound. Any information would be gratefully received.

Yours sincerely

Paul Stephens

Prospect Villa, Greenbank Road, Devoran, Truro, Cornwall

**Roads IA conference at Dartington**

The theme of the sixth IA Day at the Devon Centre for Further Education, Dartington, near Totnes, on 6 October will be "Roads"; to include tollhouses, bridges, roadside furniture etc. through the ages. Trevithick members are invited to attend or contribute to the discussion. Registration fee is £5.50 if paid in advance. Interested members should apply for a booking form to the Secretary, Department of Economic History, University of Exeter, Exeter EX4 4RJ—send no money yet.

**Held over**

A report on the Cheesewring Quarry affair, and reports of lectures which took place on 6 and 13 July and Field Trips on 23 June and 14 July, have unavoidably had to be held over until the next issue, along with other items.

The November issue will be back to the normal 8-page size. Last date for copy, 5 October.