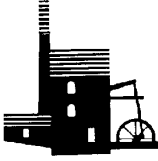


# THE TREVITHICK SOCIETY



Cap'n Clive and Kingsley Rickard surveying the New Dolcoath winder

## CHAIRMAN'S ADDRESS

Yet more material has been added to the Holman Trevithick Archive whose future will be considered by a special sub-committee of your Council. Each time I join the Hon. Curator searching through boxes and filing drawers full of slides and negatives, I am amazed and often stunned by what we discover. Everybody is familiar with the well-worn photographs that have appeared in the endless books slavishly dedicated to Cornish mining, or rather the nostalgic 'Good Old Days' of the same, however, the Holman Trevithick Archive comprehensively embraces a century of the social, cultural and economic history of industrial Camborne. In forty years of researching and indeed working within what is now popularly called industrial heritage, I have never seen the like. The small snippet of film I have viewed contained some of the most powerful images ever recorded of Cornish industry. Its importance is equal to the photographs taken by Burrows in the 1890s and to my belief there is no other cinematographic record of a Cornish foundry at work. Most certainly the Society now holds a unique record of an era that has all but vanished from Cornwall and it is our responsibility to ensure that it will be handed down intact for posterity.

**Clive Carter**

## EDITORIAL

Unfortunately, due to a combination of unforeseen circumstances the last Newsletter was considerably delayed. I apologise for any inconvenience this might have caused members.

In the last Newsletter, Blair Martin gave an account of a fascinating diary of a Cornish miner, in his family's possession, who was undoubtedly an ancestor of his wife, but his name remained a mystery. With help from Janet Axten in St. Ives and Molly Smith in Ashton, and the advantages of email communication, the writer of the 1888 diary has been positively identified. His name was Thomas Kitchen, born in Breage, in 1853, the eldest of four children. His father, Thomas Kitchen Sr. was a farmer. He had two brothers, John and Joseph, and a sister Margaret. Ms. Axten found this out by following a clue in the diary: brother Joseph got married in Germoe on the 28th of January 1888. She found the marriage record, then went and dug up more details about the family from the 1871 and 1881 census records. Further confirmation came in the 1881 census which revealed that Thomas Kitchen Sr. had by then acquired a grand-daughter. Her name was Bessie George Kitchen—the grandmother of Blair Martin's wife.

The Society has a copy of the diary, and Blair Martin is busy transcribing the text. He has also sent some photographs of Giew, when in operation, which is another very welcome addition to the archives.

Pete Joseph's report on the Holman Trevithick Archive, in the last Newsletter, is proving to be a sizeable under-estimate of what we now have in our possession. It is a case of, the more he delves into the boxes the more he finds. For example, there are probably twice as many negatives as originally thought, covering such a wide range of subjects, that all those that see it cannot help but drool. The archive is a very precious gift and the Society has a huge responsibility to ensure it is properly cared for and put to good use. Certainly, that is exercising the minds of Council at present and for the foreseeable future.

**Copy date for next issue is October 12th, 2002**

**Colin French**

## LETTERS TO THE EDITOR

Dear Editor

As the immediate past Promotions Officer of the Stephenson Locomotive Society (1996-1999), it was encouraging to see the report (page 14, May 2002 Newsletter), of the visit by Phil Hosken and Kingsley Rickard to a meeting of the newly formed Bristol Centre of SLS. The initiative for that arises from the work of my successor, Derek Cobby and others. As the report suggests, rapprochement between the two Societies is to be welcomed.

In 1998, Andrew Dow, SLS President and Chairman, Ian Johnson, set up a working party to consider the bi-centennial celebration of steam locomotion, centring on Trevithick. By that time, I had made important contacts with the Managing Director of CompAir Holman, Clive Tayton; with James Hodge and with Phil Hosken, then editing *Cornish World*. The immediate target appeared to be Rail 2000 at Shildon at which event it was proposed to lead the locomotive cavalcade with the Trevithick road and rail replicas, notably the Pen Y Darren, the Coalbrookdale and the London road carriage. As we know, Rail 2000 did not materialize, but it was quickly possible to be drawn into the enthusiasm of Phil Hosken, John Sawle, Kingsley Rickard, and many others in their bringing to reality the Camborne Road 2001 replica at Holmans. The SLS journal covered their efforts and success at stages of the building and performance of the locomotive.

We must look forward to 2004 and 2008, and there are plans one understands for both years.

My current interest – I served at the Royal Naval Hospital, Dartford, during national service – is to investigate from the archives kept at the Dartford Library and at J & E Hall, what more may be gleaned about Trevithick's last days with Hall and about his death in a hotel room, saddest of ends.

A final thought: as Nelson has his column and Trevithick, as yet, no comparable memorial – is to consider trying to persuade whoever needs persuading that the proposed London Bridge Tower to be

erected behind Borough High Street, designed by Renzo Piano, should recognise its origin as stemming from Trevithick's proposed 1000 feet high Reform Column of 1832 – and that it should be known as Trevithick's Tower. Trevithick, never one to hide his light under a bushel, submitted his design to no less a person than King William IV and he received an acknowledgement that he had done so, but a few weeks before his death.

Trevithick deserves, with Nelson, the toast 'To the Immortal Memory'

We can see to it, if we are determined enough.

**Tony Hancox**

Goring on Thames.

Dear Editor

May I add a little enlightenment to Justin Brooke's letter "The Greasy Gang"? (Newsletter No 117)

The Greasy Gang was not disbanded but continues as actively as ever, albeit without the Greaser-in-Chief, Milton Thomas, who retired some time ago. The Gang is currently restoring the electric winder, in addition to the regular maintenance work on the whim engine.

Work on the restoration began in 1984 following Council's suggestion that something should be done to mark the 50<sup>th</sup> Anniversary of the Society's beginnings in 1935. Ken Brown proposed that the Levant Engine should be cleaned and opened to the public. As Hon. Secretary, I sought the agreement of Peter Mansfield, then Land Agent for the National Trust (later Regional Director) and he agreed that we could work on the engine (but not on the building). In the November Newsletter, I called for volunteers and work began on Saturdays, and then Fridays, from December 1984. There were no formal convenors but Clive Carter was the hands-on Gaffer in those early days. The National Trust gave their support, re-roofed the building, built a new footpath and fence, and restored the handrails around the engine. It was not until August 1987 that the engine was finally painted in green and grey and opened to the public on six Sundays in August and September. It was at this stage

that Tom Barr said that the best way to preserve the engine was to put it to work.

There followed lengthy discussions with the National Trust about the feasibility of steaming the engine and it was during one of my conversations with Giles Clotworthy, Public Affairs Manager, that he first used the term "Greasy Gang".

Milton Thomas, who had been working with the Gang for some time, then took on the role of "Greaser-in-Chief" and ably organised the workforce and maintained their enthusiasm over many years. His list of Gang members in August 1988 named my job as "Photographer", but this was incidental, my main role was in liaison with the National Trust and others, as well as the Steam Appeal Committee which left little time to get my hands greasy!

Summaries of work at Levant, before Milton's first report in 1988, appear in the Hon Secretary's column from Newsletter No 46 (August 1984).

**Bill Newby** MBE

Chylason  
5 Fairfield Close  
Lelant  
ST IVES. TR26 3JY

Dear Editor,

Concerning Mr Colin Short's question as to the identity of the unfortunate man killed at Ding Dong mine on August 24<sup>th</sup> 1867, the following may shed some light pending further investigation:

Cyril Noall's main sources were local and county newspapers, principally the Cornish Telegraph, Royal Cornwall Gazette and West Briton. All of these are available on microfilm at the Cornish Studies Library, Redruth. A consultation of these publications should reveal the name of the victim and the manner of his death. Furthermore, fatalities are followed by an inquest which would inevitably be reported.

Noall states that the boy, Hannibal Eddy, came from Towednack. This may be true. However, the 1861 census for Zennor, lists one Hannibal Eddy aged 9 years, the son of Hannibal and Mary Ann Eddy, both aged 37 and residing at Boswenack. The father's occupation is given as tin miner.

On the 1871 census, the same family were residing at Foage in the same parish. Whether they were merely visiting when the census was taken or had moved from Boswednack, cannot be determined. Furthermore, Hannibal Eddy senior is not listed, but at the same time his wife is still stated as being married. Evidently he was elsewhere at the time of the census. The son, now 18, is also described as a tin miner.

On the same census, that of 1871, there is another family residing at Trendrine. Hannibal Eddy, aged 18, was a tin miner as was his father Mr David Eddy (aged 58), but neither family appear on the census for 1881.

Not to be taken as a hard fact rule, Eddy was a more common name in Zennor parish than it was in Towednack, the latter parish being largely comprised of families bearing the name of Quick or Hollow.

I am partly of Zennor descent. My Great-grandmother, Wilmot Eddy was born in the count house of Carn Galver mine on the 29<sup>th</sup> of December 1859, her father being Matthew Eddy, a timberman at the mine.

August 24<sup>th</sup> 1867 was a Saturday and when checking the above mentioned newspapers, it is important to know their publication day. The West Briton was a Friday publication and the Royal Cornwall Gazette a Saturday, as was the Mining Journal. The Cornish Telegraph, in the 1860s, came out on Wednesdays. The inquest should be in the September issue at the latest.

I am inclined to agree with Mr Short's theory. However, as he stated, "History is rarely that tidy".

**Gerald Williams**

2 Mounts Bay Road  
PENZANCE.  
TR18 4QP

## DOLCOATH TRAMWAY DEMOLISHED

Much concern has been expressed by members over the demolition of a tramway embankment on the Dolcoath mine site.

On hearing that an excavator was busy demolishing the tramway, John Woodward, a local councillor, had the Conservation Officer put a stop notice on the work.

No planning application had been received by Kerrier DC in respect of this site and, whilst these are not "buildings" they constitute a structure under the act and permission to demolish is required.

As can be seen from the photographs, about 3/4 of this stone faced embankment had been destroyed by the time the work was stopped. The facing stone has been carefully separated from the fill, which is random mine waste, mostly granite, with a



good stone content. From this careful sorting it would seem that the contractor has a use or sale for the facing stone.

It has been in existence since before 1840 and is one of a pair of similar structures (the western of the two). They are clearly marked on the current Ordnance Survey 1:25000 sheet Explorer 104, Redruth & St Agnes at SW 660402. They are about 60 metres apart slightly at an angle to one another. An accommodation



bridge over the railway and its associated track runs between the two structures. Each structure is about 50 m long, 4-5m high and 6-7m wide at the base. They are flat topped, stone (mostly granite) faced embankments, square ended at the railway cutting and the northern end. Seemingly they were used to carry a tramway with access structures at either end. It is not obvious today whether or not they continued south over the railway but neither, apparently, extended north.

There is talk about insisting on re-instatement and retention in any future planning applications.

**Vernon Baldry**

2 Moorfield, Pink Moors, St Day, Cornwall, TR16 5NL

Update on the various cases in hand at July 2002 plus any new cases.

BELOWDA & GOONVEAN ENGINE HOUSES

**LOCAL GOVERNMENT LIAISON**

(RBC)

Nothing further from Restormel BC.

MAKER WITH RAME EXPERIMENTAL WINDFARM (C&WDD)

Objection lodged but no outcome.

HALLENBEAGLE INDUSTRIAL ESTATE (CDC)

This case has now been put before Carrick DC Planning Referrals Committee and they have deferred their decision pending receipt of further information from the applicant, part of which is a Business Plan. It has been suggested that the consultant to prepare the business plan is briefed and selected by Carrick DC but that the applicant pays. The application still remains for Industrial Warehousing etc., but the applicant keeps altering the detail to satisfy the objectors. Instead of 15 units there are now 50 and the number of jobs is now 250 having started at 575.

CAMBORNE & REDRUTH REGENERATION PROJECT (KDC)

The West Briton of 25 July announced the resignation of the Chief Planning Officer of KDC and the creation of a £2.25m company that will spend this money in 3

years on 'regeneration'. These two events will affect the CPR Regeneration scheme, part of which is the whole of the South Crofty/Robinson's/Pool Market area. Several members of your Council are working to influence these proposals.

CARVEDRAS SMELTING WORKS (CDC)

No further news

CORNISH MINING WORLD HERITAGE SITE BID.

The new panels are working and this will be reported on when the work is completed. The work on the bid itself continues under the direction of the Cornwall Archaeological Unit.

WHEAL KITTY, ST AGNES (CDC)

Carrick DC has made an application to itself, as the landowners, to develop office accommodation on this site. A number of members and the LGLC are objecting most strongly to this application.

LGLC members are as shown below:

Caradon & West Devon	<b>C&amp;WDD</b>
John Badger	01752 786398
Carrick	<b>CDC</b>
Phil Corbett	01209 890897
Kerrier	<b>KDC</b>
Kingsley Rickard	01209 716811
North Cornwall	<b>NCDC</b>
Vernon Baldry	01209 822311
Penwith	<b>PDC</b>
Peter Joseph	01736 364619
Restormel	<b>RBC</b>

## NEW DOLCOATH SURVEY

Pete Joseph assisted by Clive Carter and Kingsley Rickard undertook a survey of the buildings around New Dolcoath Shaft, which was sunk between 1923 and 1927 to work the Roskear lodes. The former mining buildings are under consideration for redevelopment.

The buildings at Roskear are a mixed bunch with the earliest part dating from 1830, with part of the site used as a fuse works. Mining activity pre-dates the extant buildings having begun circa 1750. Sadly, some are very dilapidated with ceilings and floors collapsed. In the upper floor of the office block is a fine moulded ceiling. The Vice Chairman can vouch for the quality as he cracked his ribs endeavouring to have a closer look! The winder house has the remains of the Worsley Mesnes steam winder of 1897 inside (see front cover). This engine was to have gone to Lancashire for preservation, however, only part was removed before financial troubles overtook the scheme, hence the huge baseplate and winding drums are still in situ. This engine was originally installed at Harriett's Shaft, Dolcoath in 1888. Incorporated into the loadings are to be seen a number of moorstone boiler blocks (see bottom photograph). The boiler house is now roofless but the stack and flue are in reasonable condition. Attached to the boiler house on the west side is the roofless building, which would have housed the boiler water feed pumps, and on the north side is a WW2 air-raid shelter, mistakenly thought by locals to be the miners' wash house. On the east side of the winder is the compressor house, which, surprisingly still has its roof. This Holman built machine was originally installed at William's Shaft, Dolcoath, but has now been scrapped. One building which is of great appeal is the Captain's bungalow, built in plantation style and still largely intact. There are also a number of workshops and other ancillary buildings of indiscriminate use.

Remarkably, the survey team also found tutwork pay slips which must have lain in the buildings for nearly 80 years, and

**Dolcoath Mine, Limited.**  
**TUTWORK PAY.**

	Fus.	Fl.	In.	Price.	£	s.	d.
Sink							
Rising							
Driving							
Tinstuff							
Filling							
Timber							
Wheal Harriet Pitwork							
Loss Materials							
.. Fillings							
.. Drawing							
.. Smith Cost							
.. Explosives							
.. Doctor & Hospital							
.. Subsist							
.. N. H. Insurance							
<b>Balance</b>					£		



clearly pre-date the New Dolcoath venture.

**Kingsley Rickard.**

## A WATER BALANCE INCLINE AT ST JUST

Water balances form one of the simplest means of harnessing water power for raising materials. Essentially, a large tank was connected by a winding rope over a drum or pulley to a suitable container for the material to be raised. The tank was then filled with water until it was heavier than the container, which was lifted up as the tank descended. A very simple self acting valve could release the water once the tank reached the bottom, the empty container being made heavy enough to then outweigh the tank and pull it back to the top. Often a tank and a container operated on each side. The two could operate either vertically or on an inclined plane, at surface or underground.

Water balances were commonly used in

the slate quarries of North Wales, in particular for raising slabs short distances around the dressing mills. Quite sophisticated versions were used until not so long ago at the Penrhyn Quarry. They were also used frequently in the South Wales coalfield, an example being on display outside the National Museum of Wales.

Water balances seem to have been relatively little used in the South West, although the Lynton Cliff Railway is a still operating example. At least one of the Tintagel slate quarries used one for raising slate up the cliffs.

The only example of one being used at a Cornish mine that I know of is described in a letter to the Mining Journal in 1845, from Captain James Rowe. He wrote that in about 1842 a gentleman from South Wales had come to Levant trying to sell coal from a new pit. The Levant agents did not take him up, but were interested in his

description of the water balance used at his pit. Such a device would be of no use in the deep and crooked Levant shafts. However, a small mine contiguous to Levant and at the bottom of cliffs was felt to be a site where it may be of use for raising ores up the cliff. Here they erected a double tram incline, apparently 45 fathoms long on a 40° gradient. Each track carried a tank with a wagon carrying the ore on top so it could be raised to just above the water source. This worked well, so one of the Levant adventurers also got the agents to erect one to raise the seaweed up a vertical cliff.

The mine where the incline was located was not named in the article, but a possible location was Wheal Unity. The standard literature makes only passing reference to this mine, and gives no real indication of when it was worked. There is a shaft at the foot of the cliffs (SW36483437), which was intersected by cross cutting from Levant about 1970. It proved to have been sunk about 60 fathoms on a lode and a small amount of stoping had been done by the old men. Unfortunately I was unable to check the site out for any evidence of the



Wheal Unity, showing cutting down which the water balance was assumed to run, and (above centre) the boarded over shaft; whim plat to right.



incline due to Foot and Mouth Disease (FMD). The Levant cost books (CRO RG184) at this time were checked. These do not provide much information, but do suggest that Wheal Unity was worked as a separate concern, presumably by the Levant adventurers at this time.

With the easing of FMD restrictions I was able to visit the site again. There is definitely evidence that Wheal Unity could have been the location of the water balance. The top may have been located close to an old quarry, where water supply could have been taken from the leat taking water from Spearn Consols adit to Levant. In the cliff below there is a seemingly artificial cut which could have marked the route of the incline. On the rocks below there are odd drill holes and bits of rust iron which would be required to anchor the foot of the incline, which must have been located over a small zawn adjoining the shaft. The dimensions given in Rowe's article definitely would fit in well with this evidence.

I have not tried to locate the balance used for the seaweed water balance. For anyone interested, the cost books list the adventurers at the time, which, tied in with sources such as the tithe map, may pin down possible locations.

Justin Brooke has suggested that the incline above the western engine shaft at Trewavas may have been operated by a water balance, but I have found no evidence of this, and water is lacking at this site. The principal of the water balance was applied to the flop jack engine, used at some small mines, and an example of which was, according to Allen Buckley, used until recently for farm water supply in the Redruth area.

**Alasdair Neill**  
Glentham  
Constantine  
FALMOUTH

## JOURNAL OF THE TREVITHICK SOCIETY No 27, 2000

St. Michael's Mount Tramway –  
Addendum

An early photograph of St. Michael's Mount in the collection at the Royal Institution of Cornwall, together with further details from the Holman Order Book confirms the origins of the tramways. The photograph shows a tramway on wooden trestles running from the quay to the site of the next extension to the castle which was built between 1873 and 1879. A report in *The Cornishman* in September 1881 says, "The work was recently completed". This was the original tramway.

Work on the present, second, tramway was clearly under way whilst the extension was being completed. A note in the Holman Order Book for December 8<sup>th</sup> 1880 says "Mount job to be got on with at once", with further notes in 1881 and 1882 concerning the supply of manholes, sheaves, rollers, etc. A new truck was supplied in May 1881 together with wrought iron pillars with cast iron heads and bases for support of the engine house roof.

Another note in the Order Book for February 1883 states, "The spills of many of the rolls were loose as if the key was not sufficient", notes which suggest that these were repairs and that the tramway was in operation in 1882 and possibly as early as 1881.

**Bill Newby MBE**



## LISTED INDUSTRIAL BUILDINGS IN CORNWALL

The listing of structures (buildings) is intended to be an ongoing process. From time to time funding is made available for a new listing of an area, usually a Conservation Area, and, quite frequently, the money runs out before the listing is completed. In these circumstances structures that ought to be listed are missed. In an attempt to remedy this situation Society Members can help.

If you know of a building that is of Architectural or Historical interest and is also of industrial importance in Cornwall or West Devon would you please do the following.

Bear in mind that the Society is for Industrial Archaeology not just mining.

1. Determine the exact location of the structure (8 figure National Grid Reference) its name (if any) and its local historical description (Fred's Barn's Shaft etc). Carefully, if possible, find out whom is the owner. Many owners don't welcome listing so do not be over diligent in getting a name. If there is the slightest hint of difficulty leave this to the District Council officers. Do not approach a possible owner direct.
2. Call at the offices of the appropriate District Council and check that it is not listed. Without the detail in 1 above it can be difficult to identify a structure in the lists.
3. If it is not listed write a description of it detailing its past and, if any, present use, its importance in relation to its immediate surroundings and from industrial heritage point of view. Include in the description the materials of its construction and the information you have recorded as in 1 above. Make a scale drawing of it, plan

and elevation, showing as much detail as possible.

4. Take photographs from all available angles (internal as well, where possible) and write a description of each photo giving detail related to the drawing in 3.
5. Include any relevant information on the siting of it (is it part of a group etc) and anything you can find out regarding its history, including dates, names, uses and etc.

In fact the more information you provide the better can be the case for listing.

When you have this information as complete as possible pass it to a LGLC Member and the LGLC will negotiate with the appropriate authority. It is not easy to obtain a listed category for a structure but it is not impossible. The wheels grind exceeding slow and exceeding small. If, as a Society, we put forward valid proposals for structures of merit this will help to save the industrial heritage and enhance the status of the Society in its dealings with Local and National Authorities.

### Vernon Baldry.

The Mills Archive Trust has been set up as a charity registered in the UK (no 1091534) to develop and maintain an archive and resource library specialising in

### ARCHIVE FOR TRADITIONAL MILLS

traditional mills and milling.

Traditional mills include mills and similar structures that are or were powered by wind, water, muscle or other sources. Milling includes millwrighting and the place of the mill in social as well as technological and architectural history.

We already have a great deal of material of historical interest from the UK, North America and many other countries. We are now actively seeking funds to house our collections and permit free public access.

We are already developing (with the aid of a £50,000 grant from the UK's Heritage Lottery Fund) our online catalogue, which will be freely available to you at

www.millarchive.com The catalogue will have a number of novel features including allowing on-line addition of research notes by remote experts and email alerts when items of interest are changed or added.

If you would like to find out more please visit the website. If you would like to be kept informed of progress please send an email to

info@millarchive.com

**Ron Cookson**

The Mills Archive Trust

Can any member please help?

The owner of the statuette, Mrs Carol MacKenley near Truro, is interested to know who the sculptor has depicted. The

**MYSTERY BRONZE**

work is very fine but it isn't signed. It belonged to her grandfather, the late Felix Pole who was General Manager of the



GWR between 1921 and 1929.

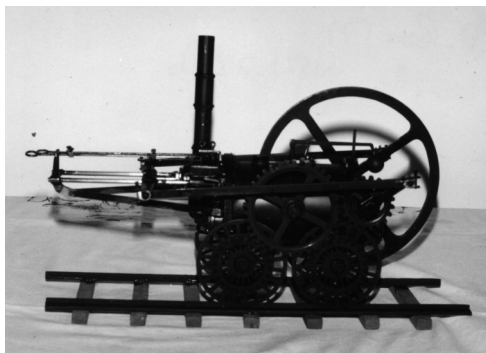
Mrs MacKenley's telephone number is 01872 560385



## PENYDARREN LOCOMOTIVES

Frank Huson from New South Wales has sent in this photograph (right) of a 1/12 scale model of the Penydarren locomotive he made. It is built to steam and is fitted with an appropriate safety valve and level cocks, etc. It would be interesting to hear from members of other models of Trevithick engines. Over to you!

The photograph below, shows the Penydarren engine on the Trevithick Memorial at Merthyr Tydfil, which was taken down from the monument for cleaning.



## CAMBORNE ROAD LOCOMOTIVE



In addition to the trailer, the Lottery grant paid for a tarpaulin cover for the engine. Plans are now well in hand to get a winch fitted to the trailer, to assist loading the engine.

Future outings are:

14th Sept WI Jubilee

The show season is in full swing and the engine is proving to be a centre of attraction. To date the engine crew have been manning the engine at the Royal Cornwall Show, Camborne School and Community College, Pool School Fun Day, Camborne Show (photo below), St. Buryan Vintage Rally (photo above), Grade-Ruan Rally, St. Agnes Road Run, and the West of England Steam Engine Society Rally at St. Agnes.

Jamboree, Royal

Cornwall showground.

15th Sept Bodmin & Wenford Railway

21st-22nd Sept AGM weekend, Geevor

3-6th Oct Gurney Festival, Bude

**Colin French**

The specially made tractor-towed trailer, purchased with a grant from the Lottery Fund, is making it much easier and cheaper to transport the engine throughout Cornwall. Operated by a tractor's hydraulics, it lowers the engine to the ground for display mode, and up again for transportation. Brightly painted in the livery of a CompAir Holman compressor, it is a great, and much admired asset. It has the added advantage of forming an excellent display platform, whereby those viewing the engine are kept at a safe distance, without the need for visually obtrusive fencing.



## LEVANT REPORT

The National Trust has now advertised for the position of Assistant Custodian of the Levant Engine House and interviewed the selected applicants. Management found it very difficult to make a decision because of the strong competition but eventually chose Lindsey Bremmell who lives locally, and who has worked at the mine for the last two summer seasons and is well known by the volunteers.

The two winding drums have again become loose on the shaft and have been re-fixed in position. The foot-operated valve, which allows water from the cistern to enter the condenser, became inoperable because the clip fastening the weight in position rusted away and has been replaced.

Work continues on the skip shaft electric winder. The wiring and the equipment of the electro-mechanical safety system have been investigated and it is soon hoped to be able to run the winder motor.

There has been no further progress with the work at the Man Engine Shaft.

### W E H King

On July 4th, Kew Bridge Steam Museum held a seminar entitled *Richard Trevithick—*

## KEW BRIDGE EXHIBITION

*Romantic Adventurer or Unacknowledged Genius?* followed by an exhibition *Richard Trevithick—Maverick Genius of Steam*, which runs until September 30th.

The proceedings were chaired by Prof. Heinz Wolff, well known from his television appearances. Contributors to the seminar, included a number of Society members and were Kenneth Brown on *Trevithick from the Cornish Point of View*, Phil Hosken and Kingsley Rickard with a brief history of the Society and the building of the locomotive, Rev. Dr. Richard Hills with *Richard Trevithick and Boulton & Watt*, Andrew Guy with *On the Wrong Track, Trevithick and*

*the Gateshead Locomotive*, Sharron Schwartz, *Trevithick and the Transatlantic Migration*, and Peter Stokes with *Trevithick's Later Concepts and Patents*. The seminar concluded with a general discussion led by Prof. Wolff.

There were two surprise guests at Kew: the first was Mr John Beare, the Camborne Town Mayor, and the second was a four and a half ton monster from Camborne with its crew! The photograph shows the crew talking to Mrs Lesley Bossine, the manager of Kew Bridge Steam Museum.

The Trevithick Exhibition was officially opened by Anthony Burton with Frank Okuno in attendance. Needless to say the Society has provided some artefacts for the displays. The pride of place, however, must go to the Trevithick model from the Guinness Museum at Dublin.

A little light relief was provided one evening when a wedding reception was held at the museum and we invited the happy couple to be photographed with a "very historic engine". The donations box was a little fatter after that!

The engine crew, Phil Hosken, Arthur Young and Kingsley Rickard wish to record their thanks for a wonderful reception at Kew and all the kindness shown by Lesley Bossine and the staff.

### Kingsley Rickard



## BOOK REVIEW

*Art and Old Iron*, by Ron Jarvis. Beverley Books, Southwell, Portland. ISBN 0-9540688-0-7. 102 pages, 94 illustrations.

At the SE-TECH 2001 conference the oldest delegate was Ron Jarvis, a cheerful, quietly spoken, gentleman, who brought with him an exquisite model of the Trevithick London Road Carriage and copies of his book, which uses his extraordinary models as the basis for an exploration of early engine making.

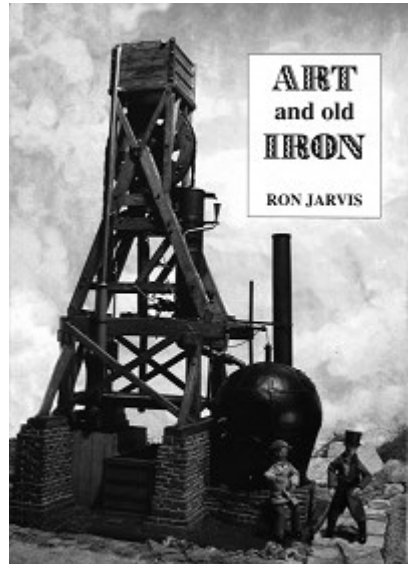
His book deals with a surprisingly large range of engineering topics that fall within the years 1765 and 1845. These include the Hypocycloidal Engine, the Horseless Carriage, a Phantasmagorian, the Gas Engine and the first Electric Train. In each chapter he gives a brief and perceptive account of the subject and uses the history of one of the engines he has modelled as the central character in helping to explain the topic covered. This formula works very well and is enhanced by a style of writing that is both clear and easily understood.

The engines he has modelled are generally little known and yet they mark important stages in the early evolution of engine design and mechanisation. All of them reflect an age of experimentation and invention, and whilst many were of limited success, they feature innovative features often well ahead of their time.

What is particularly fascinating is the author's personal insight gained through the practical experience of turning patent drawings and more scant documentary evidence into accurate working models. These observations are particularly valuable as they help to explain facets of the engineering that generally go unnoticed by the pure historian.

The final chapter is of particular interest to the model maker as it tells of the techniques used to make the models look authentic, and how he overcame various problems, peculiar to working in miniature.

The title of the book may seem a little strange, but reflects the author's belief that early engine makers had artistry in their designs and this was evident in the way the engines were constructed.



The book is printed on high quality glossy paper to allow for the many colour photographs. The models themselves are photographed against suitably realistic backgrounds with figurines used to give a sense of scale. The detail in the photographs is also very good and complements the text.

Overall, it is an interesting guided tour through the history of a selection of remarkable and largely forgotten engines. To the uninitiated it is a good introduction to early engine making, and to those well-versed in the subject, there are those thought-provoking observations, born from the model making, to make this book worth reading.

Finally, after reading the text from cover to cover, one cannot but admire the model making skill of Ron Jarvis and his beautifully crafted models.

**CNF.**

*Members are reminded that they can gain free access to the Cornish Engines site at Pool and Geevor and Levant Whim on production of their membership/ programme card.*

# TREVITHICK SOCIETY EVENTS AND CONTACTS

## SEPTEMBER 20th—AGM Weekend

### OCTOBER 18th—CSM

*Cornwall. Goes Electric*  
By Eric Edmonds.

### NOVEMBER 8th—East Cornwall

*Devon Great Consols Mine, The Last Days.*  
By Dr. John Goodridge.

### NOVEMBER 22nd—CSM

*Present Problems from an Old Industry*  
By Derek Morgan

*Meetings are held in the Lecture Theatre,  
Camborne School of Mines at 7pm.*

*East Cornwall Branch meetings will be held  
at the Public Hall Complex, Liskeard at 7.30pm.*

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*The Trevithick Society, a registered charity, is a recognised body of the study of industrial archaeology in Cornwall. Membership is open to all who are interested in the region's great industrial past, whether or not they live in Cornwall. The Society takes its name from one of Britain's foremost inventors and pioneers of the Industrial Revolution, Richard Trevithick, a Cornishman whose name is inseparable from the development of steam power.*

*This Newsletter is published quarterly and, together with the annual Journal, is distributed free to members. Letters and contributions are always welcome and should be sent direct to the editor. The views expressed in this Newsletter are those of the authors and not necessarily those of the Trevithick Society.*

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