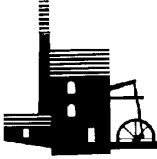


THE TREVITHICK SOCIETY



Tom Brogden and his replica of the Trevithick 1803 London Road Carriage re-enact the original journeys through the streets of London by Richard Trevithick and Andrew Vivian.
Photograph by Russ Titford

CHAIRMAN'S ADDRESS

Building the replica of Trevithick's 1801 road locomotive was never intended to solely provide members with a unique form of transport for the Camborne Trevithick Day celebrations. It was intended as a very public exhibition of Cornwall's engineering achievements. As noted elsewhere in this newsletter, we believe that Trevithick is at last beginning to receive suitable recognition.

It is the work that is being undertaken by the volunteers of this society that achieves this recognition and it is all very worthy of our acknowledgement and thanks. Our records show that the replica has made no less than forty-five public appearances with over sixty days in steam. This display entails a great deal of work by the nucleus of our dedicated team and our thanks are due to Arthur Young, Colin French, Kingsley Rickard and John Sawle. Another talented member of the team, Billy Carter, has joined them this year.

A word of gratitude is also due to their wives and partners without whose forbearance, support, encouragement and work in the sales tent the society would not enjoy the status it has today.

Another entertaining way in which this society has promoted the work of Trevithick and the other Cornish engineers has been by a series of talks and lectures to schools and various groups by Kingsley, John and myself. We know of some sixty events in recent years and many more are planned. These have been given all over the country and as far away as the Cornish Association of Johannesburg and the Blue Mountain Steam Club in Pennsylvania.

This all adds to a call for 'Help'. There are many ways in which you, or someone you know, could assist this noble little band. Don't wait to be asked but please call Kingsley on 01209 716811. He'll be delighted to hear from you.

P.M. Hosken

EDITORIAL

Congratulations are due to Kingsley Rickard, who was made a bard of the Cornish Gorsedd, in recognition of his work in the field of Industrial Archaeology.

Another bard being made this year was Tom Luke for his promotion of the Cornish background in his native Australia. Tom has given many lectures and took the opportunity to visit the Trevithick replica in 'Holmans' during his visit to Cornwall. Very enthusiastic about what he saw, he returned to Australia determined to spread the word on Cornish industrial achievement.



Photograph: Sonia French

Copy date for next issue is Dec 12th, 2003

Colin French

LETTERS TO THE EDITOR

Dear Editor

I am a direct descendant of the Henry Bucknall who founded the shipping company 'The Bucknall Line'. A member of the Trevithick Society once told me that he was certain that a history of this line has been written – although it may exist in manuscript form only.

Is there anyone out there who can help?

As a one-time employee of Geevor, I am desperately seeking a copy of Cyril Noall's *Geevor*, if anyone has a spare to sell.

PS. Regarding the mystery Copper Rod (KJTR – Newsletter 121 July 2003). Cyril Noall may give the answer on page 106 of *Cornish Mine Disasters*, where he discusses iron tamping bars being 'sheathed in copper' to prevent premature explosions.

Tim Bucknall

Thorn Farmhouse,
Farway,
Colyton,
Devon. EX24 6DG
01404 871412

Dear Editor,

I went to school in Surrey with a Wendy Trevithick whose father was a Richard Trevithick (known as Dick) and they were descendants of the famous engineer, and Dick had a very strong Cornish accent, I remember.

Having lost touch and not traced Wendy through Friends Reunited, I wondered if any members of the current Trevithick family are members of your society?

I should be grateful to hear.

Susan Hurrell (Mrs.)

sue.hurrell@clinimed.co.uk

The writer is well used to fielding queries at Cornish Engines but recently was faced with an enquiry that required very delicate

TECHNICAL ENQUIRY AT CORNISH ENGINES

handling. A couple with a three year old were very interested in the buildings and spent a considerable time examining the architecture and then approached to say that their youngster had a question. After a little coaxing the young customer asked, 'Does Santa Claus come down your chimney?' A very relieved young gentleman went on his way very happy in the knowledge that Santa did use the chimney and that he called during the early part of his round because it was a big chimney and he could get down it when his sack was still very full!

KJTR

Members are invited to make suggestions for the society's 70th anniversary in 2005. This is an opportunity to gain some

TIME TO CELEBRATE

publicity for the society and Cornish engineering achievement. It may be something that could coincide with an important educational and/or engineering event in Cornwall, or Camborne in particular. Anything considered at this time. All suggestions to the Ed.

The Chairman is investigating the possibility of building a zero emission bio-ethanol power cell engine. He says

WHAT'S HE UP TO?

his excuse is to provide some Cornish industrial archaeology for future members of the Trevithick Society.

CORNISH BUILDERS RENOVATE IRISH ENGINE HOUSE

The NAHMO conference in Ireland in June provided an opportunity to see the work carried out to stabilise the man-engine house at Mountain Mine, Allihies. This was the subject of an appeal with the Newsletter three years ago, and by the time these words are in print the work should be finished.

Special interest in the engine house arises from the fact that it is the only one surviving, which was part of a permanent man-engine installation (the engine at South Tincroft worked a man-engine for only part of its life). It was also the only man-engine known to exist in Ireland. Add to this the fact that the site is halfway up a mountain overlooking Ballydonegan Bay in the extreme south-west of the country, even more exposed to Atlantic storms than Levant, then the survival of the structure becomes even more remarkable.

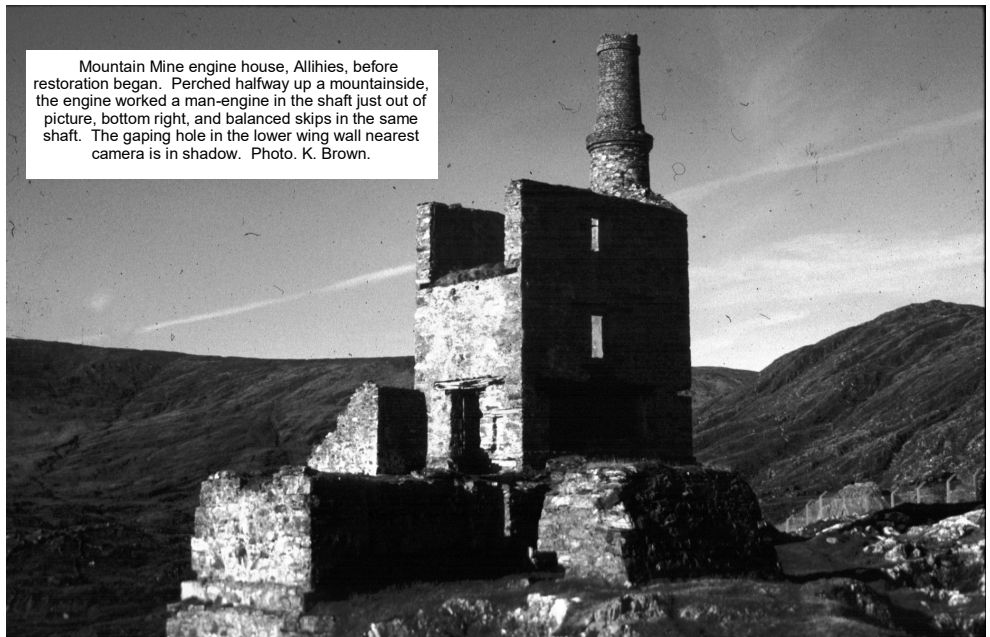
The history of the famous Allihies copper mine is well covered in Alan Williams' 'The Berehaven Copper Mines'. Suffice it to say that the man-engine was installed in about 1862 and initially went down 128 fathoms



Some scaffolding remains in place on the boiler-house side of the house for possible re-use in stages 2 and 3. Note the temporary props beneath the man-engine loading block, left of the house, where the bolt tunnel lintels have rotted away. These are being replaced. Photo. Roz Cundick.

though the shaft itself ended up at the 249 fathom level. The engine worked until closure of the mine in 1884 and also worked twin skips in the inclined shaft.

The only particulars of the engine we have are from the site evidence that reveals a cylinder stroke of 30-32 inches and indoor/outdoor strokes of about 8ft/7ft. The builder is not known. It certainly was not Harvey & Co with whom the mine owner



Mountain Mine engine house, Allihies, before restoration began. Perched halfway up a mountainside, the engine worked a man-engine in the shaft just out of picture, bottom right, and balanced skips in the same shaft. The gaping hole in the lower wing wall nearest camera is in shadow. Photo. K. Brown.



The man-engine house in May 2003 with the author peering into the doorway opening. The pillar of stonework to his left has been rebuilt to fill in the gaping hole left by the scrapmen a century ago. All the lintels have been replaced with Irish oak and selective repointing carried out. Photo. Roz Cundick.

Work is also being done on the two machinery loadings: one in front of the house for the crankshaft and man-engine gearing, and one alongside to carry the winding drum shaft. These have suffered due to rotting of the timber lintels over the hold-down bolt access tunnels beneath. As a temporary measure, pieces of the old engine house lintels were inserted as props during stage one.

The whole job is being masterminded by the Mining Heritage Trust of Ireland, with assistance from the Geological Survey of Ireland based in Dublin. Dr John Morris has borne the brunt of the delicate negotiations with landowners and funding bodies. The specialist contractors engaged to carry out stage one, Darrock & Brown of Bodmin, were refused access to the site on the outbreak of foot-and-mouth in 2001. In consequence some grants had to be re-negotiated causing a year's delay. (No local contractors were able or willing to carry out the work to the exacting standards required.) Cost of stage one was £94,400 (in English money) while the overall cost is now reckoned at about

had fallen out some years previously, nor does it appear in the Neath Abbey records. It could have been second hand, especially as the parentage of other engines on the mine was well recorded.

In Ireland it is not generally possible to obtain grants for a complete engine house so the work at man-engine was split into three stages. The first, completed last winter, was the most urgent involving replacing all the wood lintels in Irish oak, making good the stonework and, most importantly, filling in a huge gap in one of the wing walls created when the engine was scrapped. Indeed the survival of the structure for more than a century in this condition is miraculous! Stages two and three of the work being carried out in this summer include renovation of the stack and sealing the tops of all the walls, including the boiler-house and coal store.

£230,000.

Everyone who has seen the job agrees that the contractor's five-man team did a splendid job considering the site's remoteness, access only up a steep winding track and the prevailing wind and weather. Hopefully conditions are better for the work now being carried out. Structural engineers for the work, also from Cornwall, are John Knevvit of Sladesbridge. The writer, with Roz Cundick, contributed to the interpretation work.

Kenneth Brown

END OF HOMELESSNESS?

While the society has owned a great deal of property in its time it has continued to move like a nomad from one watering hole to another. The need for it to have somewhere it can call home has never been greater. The society's interests become wider and its inventory of industrial artefacts swells at an alarming rate.

Plans by the Camborne Pool Redruth Regeneration Team to develop various sites in the area for employment and cultural tourism may provide an opportunity for the society to establish a permanent home. The possibilities being discussed are very exciting and we look forward to revealing more shortly.

A couple of the new leaflets explaining the

MEMBERSHIP CRUSADE

society and welcoming new members are enclosed. The society has long offered the benefits of membership for the remaining half of a year in which a new member subscribes. It has been decided to extend this retrospectively to the whole year.

Members who are able to distribute more of these attractive leaflets among friends and organisations are invited to contact the membership secretary, Sue Maunder, at 29 Tolver Road, Penzance TR182AQ. Thanks.

Plans for the 2004 celebrations to mark the operation of the world's first self-

PENYDARREN 2004

propelled railway are going well in Merthyr, Mid-Glamorgan. Merthyr Tydfil County Borough Council and the local enthusiasts are to be congratulated for their wholehearted work.

The actual anniversary date will be commemorated on the Sat. 21st February with a sponsored walk along the route and Gala celebrations. The main events will be linked to the Merthyr Heritage Festival between 1st and 11th July 2004. On the 3rd/4th July it is hoped to feature as many of the Trevithick replica engines as possible. An exhibition will be staged at Cyfarthfa Museum throughout July and

August. Full details are available on www.Trevithick.2004.com or from Merthyr CBC, CF47 8AN, trevithick@merthyr.gov.uk

Those who attended the members'

STEAM ANNIVERSARY

evening in July heard of the plans of the West of England Steam Engine Society to celebrate their 40th anniversary in 2005. Ever keen to promote the use of steam as a transport propellant, their idea is to encourage the building of steam motorcycle. To qualify, this vehicle must be capable of travelling at 40 mph for at least four minutes. This is not so that it can complete a slow lap of Brand's Hatch but so it can travel around the Wall of Death!

We understand that at a higher speed the driver is likely to 'black out', any slower and he'll drop off the wall. There is no need for the designer or builder to actually drive their creation on the wall. We know that two members, Arthur Young and Billy Carter intend to build such a motor cycle. Arthur went as far as publically announcing at the members' evening his intention to drive it on the wall! TV companies have already been informed.

Anyone requiring further details should contact John Sawle, Beacon Cottage Farm, St Agnes, Cornwall TR5 0NU.

There are further encouraging indications that Richard Trevithick has at last become

RECOGNITION OF TREVITHICK

a household name as the inventor of the high-pressure steam engine. In addition to explanations of his engine and boiler by Fred Dibnah in four consecutive programmes, the BBC has really been proclaiming Cornish achievement. Radio 4 recently carried an introduction to its Gardeners' Question Time programme in Cornwall with an explanation of Trevithick, and he was also mentioned and discussed on Stephen Fry's television quiz programme.

LEVANT REPORT

We are now through the peak holiday season and have continued to have a good stream of visitors helped by the publicity given to the engine by the re-opening of the Man Engine Shaft and miner's tunnel and by Fred Dibnah's recent series on 'High Pressure Steam' on BBC2, which members may have seen, which featured the Levant Engine in the first of the series.

The Fulton boiler system is working well and the high pressure steam shut off valve in the new position is performing as designed, to shut off steam from the engine house in case of emergency.

The engine has given no trouble, except that the continued hot weather has increased the temperature of the cooling water to the condenser that reduces the vacuum and causes more steam to be used. From time to time the fastening of the inside winding drum works loose, this will necessitate corrective action soon.

The work on the Skip Shaft electric winder is now complete and safe for visitors who seem interested to see it as part of the tours, although shortage of volunteers means that it cannot be operated continuously. We are showing, in an adjoining room, the Levant Mine Video, produced by John Potter and Dominic Hudson, in which there is a considerable interest.

The Man Engine Shaft, with entrance from the miner's Dry down the Spiral Staircase and Approach Tunnel, has been officially opened and is now protected with handrails and a steel grill door. Visitors to the engine house can now also view it, but using hand lamps, until the mains lighting is installed. This has increased the length of the outside tour but

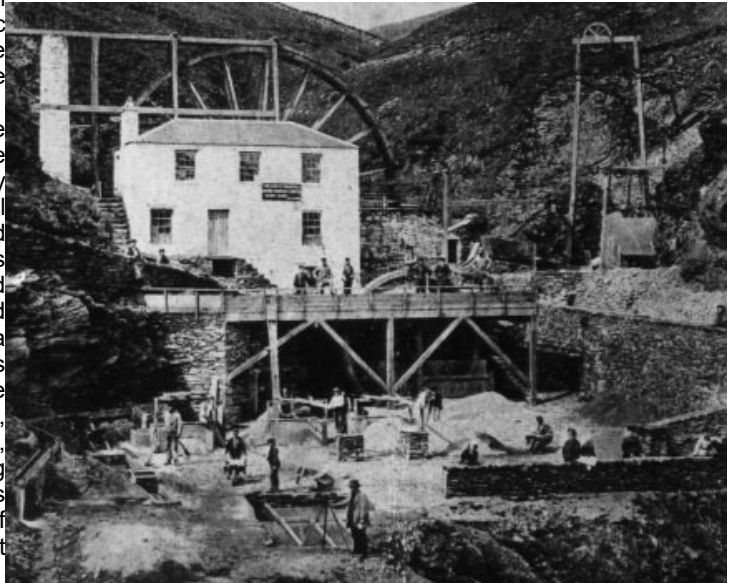
has been enthusiastically welcomed by visitors to the site.

W. E. H. King

The Gawns wheel, owned by the Society, worked in Cornwall pumping china clay

GAWNS WATERWHEEL

slurry near Temple on Bodmin Moor. English China Clays, now Imerys Minerals, donated the wheel to the Society who then loaned it to the Llywernog Mine Museum near Aberystwyth. The wheel originally worked at the Laxey lead mines on the Isle of Man and agreement has now been reached to move the wheel back to Laxey (see photo below). 2004 is the 150th anniversary of the Lady Isabella, the 72ft waterwheel at Laxey Mines and it is hoped to re-erect the Gawns wheel to celebrate the event. This is being reported as we go to press, so further coverage will appear later. The Hon Curator, Pete Joseph, and the writer were on hand to meet the Manx representatives and help with the loading of the wheel on 20th September. **KJTR.**



NEW ARTEFACTS FOR DISPLAY

It was Tuesday 24th June and the writer had just arrived for guide duty at Cornish Engines at Pool, when Haydn Thomas, also employed there, advised that his son, Geraint, working for local builder Geoff Reynard had found something on site with the name 'Harvey, Hayle, Cornwall', on it and asked if it could be identified. Later that day at the building site it was found that the object in question was a standard length (1½ fathoms) of 10in rising main pipe and was being used as a stanchion in an old building to support a fireplace and chimney breast. The pipe was in good condition and, when its significance was explained, the builder was happy to donate it to the Society and no doubt glad to have it removed! The lower end was embedded in the floor, and with insufficient room to excavate and lower it to the horizontal, Haydn volunteered to cut it off at ground level with an angle grinder. The building will be more familiar to many readers as it was a garage and more recently a chip shop adjacent to the double roundabout at the top of East Hill, Tuckingmill. The next problem was how to remove the pipe from the building and take it to Cornish Engines not far away.

The builder had already built new dividing walls within, providing a chicane on the

route to the door at which there were steps. After several abortive attempts at locating suitable transport, it suddenly dawned that the Saturday was a Council meeting and John Badger would be on hand with his van, so the writer and John, assisted by Haydn, Geraint and members Arthur Young and Billy Carter, manhandled the pipe that we estimated to weigh eight hundredweight. We then made our way to Cornish Engines, the steering on John's van being somewhat 'light'. We were met there by Graham Harvey, the site supervisor, who helped with the unloading, and so ended another successful exercise using the 'you lift and I'll grunt principle'.

The week turned out to be a fruitful one for artefacts as member Stuart Smith rang the writer to forward a contact number for a gentleman at Halsetown who wanted a good home for a manually operated blacksmith's bellows which had been used recently for blowing a pottery kiln. The bellows, which are thought to be over 100 years old, were duly collected and are now at King Edward Mine, temporarily housed.

KJTR

We have received information that The Royal Mail is to produce a series of postage stamps in 2004 commemorating the achievements of Richard

STAMPS AND COINS

Trevithick. The Royal Mint is also planning a £2.00 coin with a picture of a Trevithick engine to celebrate his work.

Photograph: Geraint Thomas (builder's representative), Arthur Young, Billy Carter, Kingsley Rickard and John Badger. Photo taken by Phil Hosken.



THE 1934 PHOTOGRAPHS

At the 2003 AGM of the Trevithick Society a question was raised in regard to a 1934 survey of Cornish engines. The following notes may help on this matter.

During the 1990s, whilst involved with Milton Thomas on the restoration and recording of the Levant whim, I was given, by Mike Tarrant, copies of two old Newcomen Society draft proposals for lectures on Cornish engines. Both papers are understood to have been delivered as lectures by the Newcomen Society in about 1970.

The first of the draft papers was by W K Andrew, R S Alston, and W A Michell, all of whom had died by the time the lecture was actually given, and is headed 'Survey of beam engines in Cornwall 1933'. The paper states that a painstaking photographic and technical survey was made of a wide number of engines in Cornwall following the Newcomen Society meeting in Cornwall in 1933; this resulted in a collection of some 300 photographs and also details and comments on working sheets. All of these photographs, details and comments had been preserved, the paper said, and retained for reference.

The 1969/1970 Newcomen Society journal contains an obituary to W K Andrew and states that he, with others, had surveyed all beam engines existing in Cornwall in 1934, and that he had largely completed writing-up the results of the survey. This obituary also stated that it was the Council's intention to publish the writings in book form illustrated by a selection of the many photographs taken at the time.

Since the first draft paper contained sections on Levant, though did not include the photographs, I wrote to the Newcomen Society to obtain more information. The outcome of the resultant correspondence is summarised as follows:

- The two papers were presented as lectures in about 1970
- Neither of them were subsequently published
- The intended book has never been published

- The Newcomen Society now has no plans to publish any of these
- The Newcomen Society now has no access to any photographs, write-ups or notes, as they are all in the hands of a private person
- A set of the photographs is in the possession of the Trevithick Society

So, come-on the Trevithick Society, it's high-time we all saw these photographs and also the technical details.

Courtney Rowe

Material continues to arrive from Holman's, and with the impending closure

CURATOR'S REPORT

of the site we anticipate more. We have also been loaned six rock drills, two of which have been adapted for drill bit sharpening.

Following my appeal for photographs I have received a collection of 188 images (mostly black and white photos) from Mr Attwood in Loughborough. Bill Newby has donated 53 colour photos of Wheal Busy and Killifreth while John Ferguson has given us a number of books of photographs of (mostly west Cornish) industrial sites as well as other documents. Brian Watkins has also donated material to the Society, information on the use of steam engines for supplying air to organs, for example the recently restored one at Alexandra Palace. This is quite an unusual use for beam engines and worthy of further research.

Finally, 2005 will be the 70th anniversary of the Society. If anyone has any interesting anecdotes, particularly of the older days of the Society, or any photographs I would be interested to hear from them.

Pete Joseph

I'll not compare it to a Summer's Day
 Lest Kernow's rain reply and drench my bones.
 Its' beauty is more subtle, anyway;
 I love the texture of its granite stones.
 I love the memories that its' bulk provokes
 Of those old Cornishmen, their dreads, their jokes.

Indeed 'tis derelict beyond a doubt
 But can we say a Pyramid is not?
 They're both mere piles of stones. Let's think things out
 And for Semantics care a smaller jot.
 They're products both, of clever scheme and loustier
 And will St Paul stand longer than Chysauster?

'Tis empty quite, and open to the sky;
 Machinery and wooden floors all gone.
 I look for ghosts but none can I descry;
 Some ivy sprigs to hang my thoughts upon.
 Not empty quite! I'm sorry to have lied.
 There is at least this maudlin soul inside.

'Tis gaunt and stark despite its' vegetation.
 E'en Betjamin, if here, might feel hard pressed
 To love it like he loved a railway station
 But with its' beauty I am quite obsessed.
 Ah yes, men have their different likes, God wot!
 Some like their pilchards creamed and some do not.

No longer can it puff and fork the mine
 Nor can it raise the hard-won ore to grass;
 No smoke, no steam, no clank, no bump nor whine;
 No men to pay, no profits to amass.
 But see! One function even now remains;
 A monument to Cornish brawn and brains.

Then see! The rugged squareness of its plan
 Doth jar against the roundness of the stack.
 Such naughty mix of shape I'd surely ban
 Were I some haughty dilettantish hack.
 So shall I speak in Greek and say, all solemn,
 It is a Parthenon with just one column.

Francis Sutton

The members' evening attracted a fair number as we have come to expect, and comments after indicated that the varied programme was much appreciated.

The writer chaired the evening and opened the proceedings with a short, varied slide selection. Firstly, some views of the soon to be discontinued Royal Mail Travelling Post Office rail service. The Cornish service operates between Penzance and Derby. Following this, were views of the engine house at Penryhn Du Mine near Abersoch in North Wales. This silver-lead mine is thought to have opened in the 1630s but the house originally contained a 27in Watt engine of 1779. The concluding set of slides were views of the Gawns wheel at Llywernog Mine, some ten miles due east of Aberystwyth. This 50ft water wheel, originally built for the Laxey Mines in the Isle of Man in 1865, came to Cornwall and was used for pumping china clay slurry by flat rods at Temple on Bodmin Moor. The flat rod length of 1¼ miles proved too difficult because of the friction losses, so the wheel was then used to generate electricity. The wheel was dismantled in the early 1970s and shortly after was loaned to Llywernog mine where it has lain in the grass ever since. It is proposed to move the wheel back to the Isle of Man shortly, and it will be re-erected at Laxey near Lady Isabella, the 72ft water wheel already preserved there.

Then followed a presentation by Bill Newby on the railway swing bridge at Hayle. This formed part of the now disused Hayle Wharves system. The original Hayle Railway crossed the river at the same point as the current bridge but on a different alignment and the early masonry is still visible. The control cabin for the existing bridge has recently been repaired and conserved and Bill explained the controls and method of operation with views inside the cabin and under the bridge.

Following Bill was George Wilson who gave an amusing account of one Mr Forbes, an Aberdonian, who cleverly bought up copper stock prior to the Navy cladding ship's hulls to counter teredo

worm. The Navy stupidly used iron nails to fix the copper sheet and the inevitable happened so the Navy then wished to dispose of its copper sheet and the canny Forbes bought back the copper at a very reasonable price and then proceeded to demonstrate that it was possible to use copper nails. The Navy then decided to clad the ships in copper once again so he sold the copper back to the Navy at another handsome profit. Having made a fortune, the Forbes' bought property in the Falkirk area and descendants still have some influence in the area to this day.

Next on the agenda, and still on the subject of copper, came Colin Short with slides of the spectacular opencast workings of Parys Mountain on Anglesey that were serious competition for Cornwall. Colin showed the very colourful but somewhat unstable cliffs left by the workings and views of the windmill and engine house both used to power the pumps for drainage. Further slides showed the delightful port of Amwlch, remindful of Portreath or Boscastle, and also local china clay and brick works.

Our Chairman, Phil Hosken, then took Centre stage and explained that the West of England Steam Engine Society was celebrating their 40th anniversary in 2005, the year which will be our Society's 70th. The suggestion has been mooted that we build a steam-powered bicycle to ride around the Wall of Death. (Yes, we may be mad but we are serious!). Phil then went on to talk about the possibility of producing a non-polluting steam engine using ethanol as a fuel to power a bus. Considerable research has already gone into this spin off of the 2001 Se-Tech conference, which, if successful, would put Camborne back in the forefront of steam.

The final contributor of the evening was Paul Smith who is connected with the ongoing exploration of High Rake in the Peak District. Paul has updated us on this project on previous occasions and explained how they now had what was considered the best mine site in Derbyshire due to the wide variety of buildings and extant remains. He graphically explained the excavation of the boiler house of the Sims engine, and the amount of spoil having to be

removed and the finding of some of the boiler mountings. The narrow boiler house also posed a problem. A large engine would require more than one boiler, however, the house is very long so did it contain two boilers end to end? This could make for difficult and unusual firing, draughting and flue arrangements.

In conclusion, our thanks to the Trevithick Trust for allowing use of their premises.

KJTR

It was always regarded as the mark of an educated man if he could anatomically describe Marilyn Monroe without using his hands. Those at the members' evening saw two members simultaneously describe the three cylinder, six piston, twelve conrod, two-stroke diesel engine by holding their hands in front of them, thumbs upwards and shaking them to and fro.

PMH

We are currently trying to boost interest and membership in East Cornwall in support of the Society's East Cornwall branch, and as part of that drive, the Society's sales and information tent was at the Gorsedd

EAST CORNWALL MEMBERSHIP

Kernow, Launceston on 6th September. The display certainly attracted plenty of attention and sales were buoyant and thanks are due to Barbara Tripp and John Badger for staffing it all day.

KJTR

**THE TREVITHICK SOCIETY
PO BOX NO 62
CAMBORNE
TR14 7ZN**

POST OFFICE BOX

LONDON ROAD CARRIAGE BICENTENARY

6th July was a fine Sunday in London on which to celebrate the journey of the capital's first self-propelled steam vehicle. This was also London's first self propelled people carrier. Fitted with eight seats, it plied for hire and so can also be described as London's first 'bus'.

Tom Brogden had taken his replica of Richard Trevithick's 1803 London Carriage to the site of Felton's coach works in Leather Lane where the body had been built for this historic vehicle. Here Frank Trevithick Okuno unveiled a plaque on the wall in the presence of a small crowd that included Sir John Trelawny, his family and Richard Dawe of the London Cornish Society. Anthony Burton, author of Trevithick's biography, spoke of the inventor's achievements and the society was represented by Philip Hosken.

After a short journey the carriage was taken to Regent's Park where it entertained the crowds by travelling several times around the Circle before proceeding to Dorset Square.

LOCAL GOVERNMENT LIAISON

LGLC members are shown below:

Caradon & West Devon **C&WDD**
John Badger 01752 786398

Carrick **CDC**
Vacant

Kerrier **KDC**
Kingsley Rickard 01209 716811

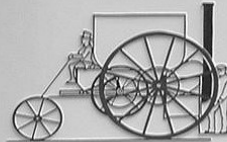
North Cornwall **NCDC**
Vernon Baldry 01209 822311

Penwith **PDC**
Peter Joseph 01736 364619

Restormel **RBC**

William FELTON's carriage works was close to this spot. In 1803 he built a carriage powered by a steam engine designed and supplied by Richard TREVITHICK, the great Cornish engineer. The carriage made several trips from here with up to about 8 passengers. In July of that year, one trip was made via Greys Inn Lane, Dorset Square and Tottenham Court Road to Paddington, returning the same day via Islington. This was the first self-powered vehicle to run in the streets of London and the world's first self-powered road people carrier.

The London Steam Carriage heralded the age of the car.



This plaque was unveiled by Francis Trevithick Okuno, descendant of Richard Trevithick, on July 6th 2003

DIARY DATES

The Cornish Institute of Engineers invite you to attend their lecture evenings at CSM from 7pm to 9pm.

Thurs. Oct 23—*The development of the Reciprocating Joule Cycle Engine for Micro Combined Heat and Power Applications*, by Bob Allen.

Wed. Nov 19—*Modern Lighting Systems*, by Fitzgerald Lighting Ltd.

Thurs. Nov 20—*Solar Power and its Applications*, by Roger Boaden.

Thurs. Dec 11—*The History of the Coal Mines Rescue Service*, by Dr. Barrie Jones.

TO ALL MEMBERS

Agreement has been made with the Trevithick Trust that all sites under its management are open free to Society members, upon production of a membership card.

The sites are Cornish Engines at Pool; Porthcurno Museum of Submarine Telegraphy; King Edward Mine at Troon; Tolgus Tin, near Redruth; the Pendeen and Lizard Lighthouses and the Lizard Wireless Station.

In addition, members already enjoy free access to Geevor and Levant.

CAMBORNE ROAD LOCOMOTIVE

This summer has been quieter than the last two frenetic years, when the engine was out on display most weekends. This year we reduced the number of bookings to give our small band of volunteers a well-deserved rest.

The season began well with Trevithick Day in Camborne and the excellent ride up Camborne Hill on the Sunday morning.

When the shock announcement came of the closure of the CompAir factory at Camborne, the engine was due to leave the factory to go to the Balwest Heritage Day. In the immediate confusion accompanying such an announcement, it is perhaps not surprising that the factory gates were closed to all and sundry. Nevertheless, members rallied and hurriedly put together some exhibits to display at Balwest.

As a Society, we remain deeply indebted to CompAir, and continue to liaise closely with the management in Camborne. The engine remains garaged within the factory complex, and we are still able to use their facilities. For example, John Sawle has been machining the spare cylinder block casting.

The factory is due to close at the end of the year, and the clearances underway within the factory complex have brought additional Holman memorabilia to light, helping to make our possessions even more comprehensive. After more than 200 years of engineering history at Holmans, it is a real tragedy to see the loss of such a skilled labour force to the town, and the transfer of the compressor manufacturing business to Germany.

Apart from the Balwest glitch, the engine has fulfilled all its other engagements. In July, it was on display at Bude, as a part of the Gurney celebrations, and in August was on the Lizard Green to help commemorate the 100th anniversary of the bus service. It has also been to the Bodmin and Wenford railway, the three-day West of England Steam Rally, and has been on an away day to Tiverton for filming by the BBC.

CNF

The Finch Foundry in Devon is in need of additional volunteers.

FINCH FOUNDRY NEEDS YOU!

As an industrial heritage site totally unique to this country, we feel it most important to be able to maintain the machinery for public demonstration and enthuse the public about industrial archaeology. The volunteers' role is very much 'hands on' in demonstrating the trip hammers and explaining the history of the site. At present we have a small group of committed volunteers coming from all walks of life, many from engineering backgrounds, though this is not a pre-requisite. We have a terrific camaraderie and social scene, with outings and social evenings planned. The problem I now face is that although reluctant to call it a day, some of our more long serving demonstrators are now finding things difficult.

Volunteering involves as little or as much commitment as the individual wishes, some come in one day per week whilst others, half a day a fortnight. Above all I am looking for enthusiasm, for this is transmitted to the visitor. Only through this means can many see the need to protect and preserve our industrial heritage.

Anyone interested can contact me, Roger Boney on 01837 840046 or by calling into Finch Foundry in the centre of Sticklepath. Any training will be given, protective clothing supplied and some mileage paid by the Trust.

Roger Boney

Custodian Finch Foundry



VIDEO REVIEW

The Shropshire Caving and Mining Club in Cornwall. I.A. Recordings, PO Box 476, Telford, Shropshire., TF8 7RH. Running time 144 mins. Price £16.95.

This video gives a remarkable insight into much of Cornwall's mine workings as they were in 1993, when the Shropshire Caving and Mining Club visited. Befitting such a club, the greater part of the video concerns underground scenes, These are especially good, as they are well lit, and truly capture the atmosphere of what it was like to work below grass in Cornwall. In particular, the scenes from South Crofty, a tour led by Allen Buckley, help to preserve memories of a working mine, whilst those at King Edward Mine illustrate early 20th century mining technology. By way of contrast there is considerable footage of the amazing Holman's Test Mine, and of the stopes at Cligga Head, as well as glimpses into other ancient workings. On surface there are many sites filmed, including unrepeatable shots of the working mill at Geevor.

There is no commentary on the video and this compilation has minimal editing. This is actually beneficial as it adds to the feeling of authenticity. **CNF.**

Many members are as likely to understand what happens in the society's

A FLY ON THE WALL

council meetings as they would a Masonic ceremony. It is not intended to publish the minutes here; they are long and boring but it maybe interesting to peep around the door at the Lowenac Hotel in Camborne on a Saturday morning.

The June meeting followed the AGM in its new annual setting and involved the election, or more often, the re-election of officers because responsibilities often continue to be taken by the same group. There were fourteen people present including Jan Clarke, the General Manager of The Trevithick Trust, as a guest. She gave us an account of her first year in office and the plans by the trust to make their administered sites more attractive.

In the absence of the secretary, Geoff Smith-Grogan, the minutes were ably taken

by Pete Joseph, the curator, who produced over three pages of closely typed text.

Matter such as progress on Cornwall's World Heritage Site Bid, the review of planning applications that may have an effect on industrial archaeological sites and the search for a suitable priced Third Party insurance in this increasingly litigious world all came in for discussion.

Janet Cambridge was present and particular attention was paid to the future of the East Cornwall branch.

Kingsley Rickard reported on the removal of the King Edward Mine winder, built by Holman Bros in 1906, from Poldark to its original loadings at KEM. He explained how the £10,000 had been raised and how generous assistance had been received from RNAS Culdrose for the lifting operation. Other parts of the society's ever increasing hoard of possessions came in for discussion along with how they might be located and renovated.

There was also a report on the 30' Gawns Water Wheel, which had lain for many years at the Llynwenog Museum in Wales. Originally built for the Snaefell Mine and known in Manx as Ellan Vannin, it became a part of the society's possessions many years ago. It is now destined to be returned to the Isle of Man as a part of the 150th anniversary of the Lady Isabella wheel next year.

The need for an increase in membership numbers was seen as preferable to an increase in the subscription.

There was also a proposal for a joint birthday celebration with the West of England Steam Engine Society in 2005. It will be their 50th anniversary, and this society's 70th. They intend to sponsor the building of a successful steam propelled motorcycle capable of performing on the Wall of Death. One member of our society has already volunteered to build and ride such a vehicle. Anyone else?

Finally reports were received from the various interests of the society and the meeting closed after three hours.

TREVITHICK SOCIETY EVENTS AND CONTACTS

OCTOBER 17th - CSM

The Life and Times of William Murdoch, Past and Present, by Ivor Corkell.

NOVEMBER 21st - CSM

Cutting the Dragon's Tail—a Chinese junk with a Cornish connection, by Lynda Chidell

NOVEMBER 28th - East Cornwall

Historic Mining Scenes. An illustrated talk by Joff Bullen.

JANUARY 16TH, 2004 - CSM

Cornish Engine Oddities. An illustrated talk by Ken Brown.

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.

Subscriptions 2003:-

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| Single members | £15 |
| Family (husband & wife) | £18 |
| Overseas members | £18 |
| Corporate members | £18 |
| Student members | £5 |

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