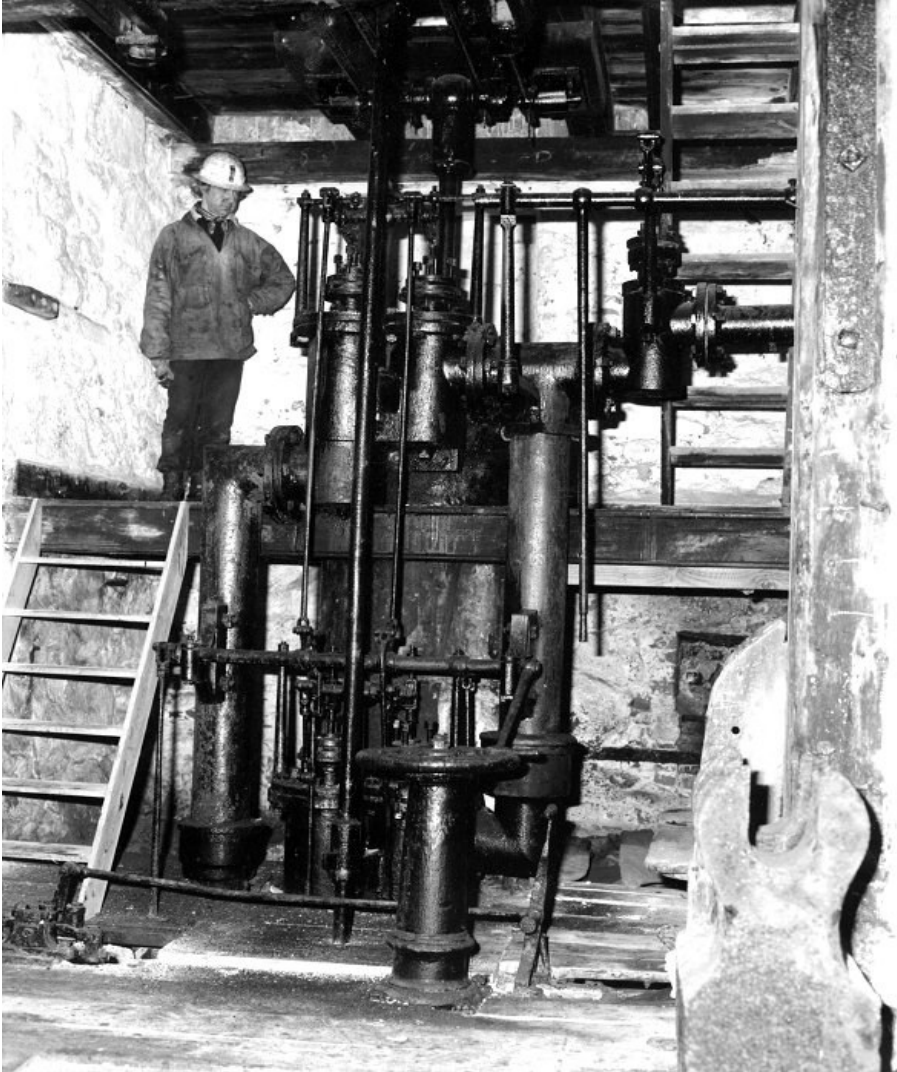
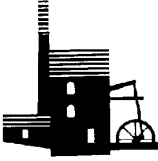


THE TREVITHICK SOCIETY



Clive Carter, one of the original Greasy Gang, with the Levant Winding Engine

CHAIRMAN'S ADDRESS

It's now been a year since we proudly showed our new display tent. It has been greatly admired and a joy to use. Working in the cramped conditions of the old tent is now a thing of the past. The tent is often the only physical presence the Society has and its appearance is important. We have been able to welcome visitors into the world of Cornwall's industrial archaeology and explain something of what we do. The new tent has also proved to be a much more attractive sales location than the previous one.

During the year we have visited other locations in addition to the usual venues. It

has been a joy to engage with people from all walks of life who have shown an increasing awareness of the Society's activities. We have made many friends and welcomed a number of new members.

We hope to attend more fairs and social events in 2007, especially those where we will find people we have not previously met. Kingsley Rickard, our tent-master, looks forward to receiving ideas and invitations to a wide variety of venues, especially in east Cornwall.

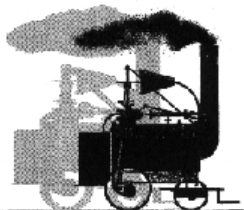
Philip M Hosken

It was decided to delay the posting of both the December Newsletter and the 2006

EDITORIAL

Journal until January 2007 to enable the AGM details to be sent out in the same mailing. This saved the Society a considerable sum in postage costs. I hope this was not an inconvenience to any member.

At the last Council meeting it was agreed that Allen Buckley should be made an honorary member of the Society in recognition of the immense voluntary contribution he has made, and continues to make, to Cornish Industrial Archaeology over many years. This recommendation will be put to members at the AGM, as it needs to be ratified by our membership.



Copy date for next issue is June 15th, 2007

Colin French

LETTERS TO THE EDITOR

Dear Editor,

I wish to add my own observations to the tributes paid to Clive Carter in the last Newsletter.

Clive was a member of the original Greasy Gang, working on the Levant Winding Engine. We worked together as mechanical fitters and any other job that cropped up on the very wasted machine.

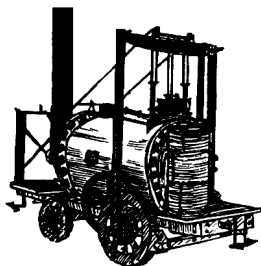
I found him a very interesting person to have a chat about his working days at Holman Bros. of Camborne.

He was a great raconteur and an excellent lecturer. He wrote many interesting books on a multitude of subjects and his artistic talents were well known throughout Cornwall.

We were very good companions. The Society has lost a man of many talents. He will always be missed but not forgotten.

Milton Thomas,

The Green,
Drump Road,
Redruth.
TR15 1LU.



Cornish Institute of Engineers Programme

C. I. E. PROGRAMME

Apr. 19th. A.G.M. followed by: *The use of Biofuel with the Marine Industry in the Reduction of Pollution in the Environment.* By Neil Wood.

Meetings are held in the Lecture Theatre, Opie Building, Cornwall College at 7pm.

The Scout Association is celebrating its

MINING CHALLENGE

100th anniversary in 2007 and events are being organised worldwide to mark this achievement. In Cornwall one of the events will be a 'Mining Challenge' on 15th July, following the Great Flat Lode trails and centred on King Edward Mine. During the course of the day, the Scouts will walk the 7½ mile route and take part in a series of mining-related activities, which if successfully completed are rewarded by a badge and certificate.



Stenek ha'n Mor is the name of the Scout District and is the Cornish for 'Tin and the Sea'.

BOOK LAUNCH

There will be a book launch on Sunday 1st April when Peter Tuthill will be launching his book charting the story of self-propelled vehicles manufactured in Cornwall. Members who attended his excellent presentation to the Society will recall the large variety of vehicle makers that have existed in the county. The launch will be open to the public from 10am to 5pm. at Rowes Garage, Trispen near Truro.

FORTHCOMING LECTURE

Members are invited to a lecture on October 26th 2007 presented by the Historical Association entitled "Striking it Rich? The California Gold Rush 1849" by Prof. Margaret Walsh of Nottingham University. The venue is the Council Chamber, County Hall, Truro at 7pm.

Trevithick Day this year will be the same

TREVITHICK DAY SATURDAY APRIL 28th

format as previous years. The Society sales tent will be in evidence and if dealing with the public is your forte we would welcome volunteers. Come and join us. It is a good day with a special atmosphere – not all of it generated by steam engines! Ring Pete Joseph or Kingsley Rickard for details or simply just turn up. Next year will be the twenty fifth anniversary of Trevithick Day and their committee are hoping to put on an extra special show. Any suggestions how the Society can help are welcome

The Society is sad to announce the loss of

JOHN ANTHONY BARNES 1927-2006

member John Barnes and offers condolences to his widow Janet and their family.

John died on 22nd. September aged 79. His father was developing a motor car agency and engineering business in an age when motor engineers undertook turning, fitting and other machining operations rather than straight replacement like modern practice. From this John absorbed much practical engineering knowledge and entered Kings College, London to read mechanical engineering. Upon graduating he joined the Civil Service to work on gas turbine research at the National Gas Turbine Establishment near Farnborough. During his time there he met and married Janet who had been allocated to his section as a "calculator" to assist technical staff

with routine calculations before the availability of electronic computers. Five years later he moved to PowerJets Ltd. at Farnborough where he undertook development work on various projects including development work on a device known as the "pressure exchanger". PowerJets closed down in 1967 and John moved to Imperial College working in the Mechanical Engineering Department for the rest of his career. John was also a member of the Newcomen Society serving as President 1991-1993 and as Treasurer 1980-1993.

Thanks to Clive Ellam for allowing the above abstractions from his obituary in the Newcomen Society publication "Links".

James Hodge, a past President of the Trevithick Society, who knew and worked with John Barnes pens the following tribute.

John joined the Engineering Consultancy Department of PowerJets (RCD) Ltd. at Farnborough Place about 1960. There he was involved in a number of innovative projects. The two most outstanding being work on the Holman T100 gas turbine compressor set (see Journal number 6) and the pressure exchanger mentioned above. This was based on the original ideas of Jendrassik, a well known Hungarian engineer who fled to this country to escape communism, but who died soon after. The practical development work was done at Rickardos at Shoreham, where it was used to supercharge a diesel engine. One was also used as an air cooler at South Crofty. John read a paper on it to the Trevithick Society.

He also lectured extensively at the School of Gas Turbine Technology at Farnborough Place which was useful experience for his subsequent job at Imperial College.

He, with his wife Janet, was a very regular attendee at the AGM Weekends of the Trevithick Society for many years. He was always a very loyal and helpful colleague and friend.

K.R.

Life continues apace at King Edward even though it is the close season. The School of Mines has finally moved out and so the

KING EDWARD MINE

volunteers have been clearing out the various buildings. The agreement with the School was that they finance the skips and we would fill them. I can assure the reader that what went into the skips really was rubbish as it is anathema to the KEM crew to throw anything away!

The Frue Vanner is slowly taking shape with parts being made by David Blight. Sadly his guiding light, Willie Uren, has suffered a spell of indifferent health but has now returned to the fold.

The Survey Office has received some attention. The office on the right of the entrance passage, used by CSM for storage of surveying equipment, has been cleared and cleaned, pictures have been hung and the floor made good. It still needs a lick of paint but can now be used for small meetings and is certainly warmer than the main hall this time of year. The main hall now has the luxury of blinds that work! On the point of meetings both the Carn Brea Mining Society and the Trevithick Society management meetings are held at King Edward but it is pleasing to see the number of meetings of outside bodies we are now hosting. It all advertises the site.

The 2008 site leaflet is now ready for distribution and a copy is enclosed with your newsletter.

King Edward Open Day will take place again this year, Sunday April 29th. As usual it will be the day after Trevithick Day

The volunteers are always in evidence on Sunday mornings doing their bit, and some are even there during the week. My telephone, however, has been remarkably quiet with offers of help. I expect you are all busy helping with the Sunday lunch or perhaps waiting for the warmer weather! I'll still listen for the 'phone though - just in case!

K.R.

Readers will undoubtedly know of the shipping line Hain of St.Ives, named after the Hain family, long term residents of the town. Edward Hain registered his first vessel, a lugger, in 1816 and in 1832

HAIN OF ST IVES

bought the schooner "Camilla" from the Bolithos of Penzance, well known for their interests in general trading, banking and smelting. The Christian name Edward ran through succeeding generations of the Hain family and each Edward was a seafaring man until the fourth Edward. He had no inclination to go to sea, but instead joined Bolithos Bank, later absorbed by Barclays Bank, to train in accountancy and then joined a tea merchant in London to learn commercial management. Upon returning to Cornwall he joined the family firm and forged a relationship with the Bolithos, both families having shares in the vessels. The company grew using the shipbuilders John Redhead & Co. of South Shields who built eighty seven ships in all for the Hain fleet. Hain was eventually taken over by P&O in 1917 but use of the name continued. The Company lost eighteen ships during the First World War and during the depression of the 1930s up to fifteen were laid up in the River Fal. A number fell victim during the Second World War, the first being the "Trevanion" sunk by the German pocket battleship Admiral Graf Spee. General tramp shipping reached a low in the 1960s and P&O undertook a review of operations and amalgamated Hain with another subsidiary James Nourse Ltd. to form Hain-Nourse in 1965. In 1971 a further reorganisation sadly saw the disappearance of the once famous Cornish name altogether.

The majority of the ships of the fleet were given Cornish names starting with the prefix "Tre" of which there were fifty six. One of special interest is the "Trevithick" which sailed under the Hain banner for the relatively short time of four years, 1920 – 1924. She was built in 1910 by John Brown & Co. Ltd., of Clydebank as the "Preussen" for the Hamburg-Amerikanische Packetfahrt line in Germany. Surrendered to Great Britain as a war prize, she was bought by the Hain Steamship Co. Ltd. for £160,000 and renamed "Trevithick" then, in 1924, sold again to the Federal Steam Navigation Co. Ltd. of London and renamed "Papanui". In 1934 she was sold once again and this

time it was to Japanese shipbreakers.

Thanks to the World Ship Society for the above information.

In the latter part of 2006 I enjoyed the hospitality of our Cornish cousins down under in Australia. I was delighted to have the opportunity to give a few talks about the Society, Richard Trevithick and building the replica of the Camborne road carriage.

The initial visit was to the Cornish Cultural

TREVITHICK DOWN UNDER

Celebration organised by the Southern Sons of Cornwall at Shoalhaven near, in Australian terms, to Sydney. Subsequent talks were to an engineering society and the Cornish Association of Victoria.

In New South Wales I was able to visit the Powerhouse Museum in Sydney and the NSW Railway Museum. For enthusiasts this is probably one of the biggest train collections in the world. Canberra was followed by Bendigo and a tour of the goldfields where one mine produced twenty-one and a half tons of gold.

There was considerable evidence of Cornish involvement in Australia's successful mining industry. It was breathtaking and I took a lot of photographs including trams, steam driven paddle steamers and some from a Tiger Moth. Something for everyone, look out for a date in the programme list of lectures!

P.M.H.

MOVING ENGINE HOUSE

A Cornish engine house at Newmont gold mine at Waihi, North Island, New Zealand, has been moved 300 metres to a new site. The engine house, a scheduled building, was in danger of collapsing into a shaft and so a \$4.2 million project was successfully carried out to preserve this historic monument as a tourist attraction.

The move involved concrete beams, jacks and teflon pads along which the 2000-tonne building was slid to its new site.

The engine house was built 102 years ago and drained the mine until 1913. Subsequently, like so many engine houses, it became an empty shell left to the elements.

An archaeological dig also took place and this uncovered 5,000 relics including old mining buckets and bottles, etc.

Oh how envious we must be of New Zealand in their enlightened efforts to protect, conserve and preserve their Industrial Archaeology.



Garratt-type locomotive with two engines, each with eight wheels fed by a central boiler. Last steam engine to enter service in NSW, January 1957.



Seen on a farm near Pelynt, this evidently well-used set of rollers is inscribed "Williams Liskeard". This was the foundry mark of the Roseland Foundry, Menheniot, which operated c1838-c1889. It can be seen that the castings have undergone some agrarian repairs, which no doubt kept this implement in use until relatively recently.



THE FLOATING MINER

The quest for gold has brought out the best and worse in mankind. Many thousands of men, some with their families, have sailed around the globe, climbed snowy mountains ill-equipped and lived under the most extreme conditions. Some died unfulfilled while other desperate men have been driven to commit murder to achieve their purpose.

While some have dug the deepest mines others have been creative in their ventures. The bucket dredge has been used in numerous locations throughout the world but it is startling to come across one in woods close to the road whilst driving through the State of Victoria, Australia.

The abandoned dredge is located on the outskirts of Maldon and it processed the alluvial soils in the 1970s before being abandoned in 1984. It still floats in its own pond.

This dredge is a two unit operation, the floating bucket dredge and its

accompanying bucket excavator that had travelled backwards and reached the edge of the road. It is believed that the floating bucket dredge was neither self-propelled nor able to self-steer, it relies on its 'mother' bucket dredge to perform these operations.

The mighty land borne bucket dredge was formerly driven by a diesel-electric unit. Its purpose was to remove the trees and top soil in the path of the floating bucket. It manoeuvred the floating dredge to be moored to nearby trees, so that it could drag itself forward as it worked.

The floating dredge then scooped up the gold-bearing subsoil. The soil, water and mineral deposits were separated with the aid of a rotary screen and the majority of the material was deposited back into the pond at the stern of the vessel. This created a self-contained environment in which the bucket dredge continually floated forward.

It can be seen in the picture that the dredge appears to have grounded. The picture was taken at a time of desperate water shortage in south eastern Australia



and the appearance of any water in the pond was quite remarkable.

I supposed that the dredge had started its voyage, if you can call it that, from the Yarra River bringing a quantity of river water with it. However, the pond was completely surrounded by gum trees and the river was nowhere to be seen. I was unable to ascertain just how far this pair of roaring, clanking monsters had travelled during their decade of operations.

The explanatory notice board says that work was discontinued for environmental reasons but I could not help wondering if the quantity of gold found had proved to be uneconomical or the location of the road was stopping progress. Whatever the reason for the operation being discontinued it was an example of man's ingenuity when

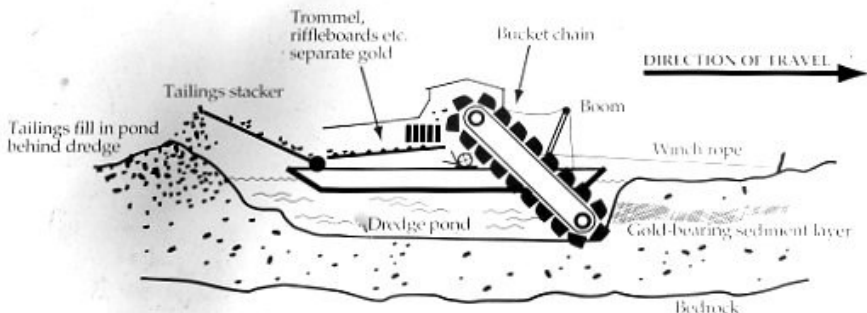


he thought there was a substantial profit to be made.

P.M.H.

Dredging for gold dates back to the beginning of the 20th century, but for environmental reasons it is no longer practised.

HOW A BUCKET DREDGE WORKED



Revised and digitized by Parks Victoria and Friends of the Yarra River, 2010

ign courtesy of the Lions Club of Maldon, in association with Parks Victoria

**EUROPEAN INDUSTRIAL AND
TECHNICAL HERITAGE
WEEKEND; BERINGEN, BELGIUM,
7—8 OCTOBER 2006**

The First European Industrial and Technical Heritage Weekend was attended by the Society Chairman and Curator. Here is a synopsis of the report they presented to Council.

E-FAITH is a not-for-profit organisation that provides a platform for non-governmental volunteer organisations and individuals engaged in industrial archaeology throughout Europe.

In November 2006 this platform took the form of a conference held near Hasselt, the administrative town of Limburg Province, in the north east of Belgium. The very suitable location was in the meeting rooms and museum of the former mighty coal-mining complex of Beringen.

The number of participants was limited to fifty from a list of invited guests. A few delegates were unable to attend so the numbers were in the mid-forties.

Delegates attended from throughout Europe, from Scotland to Hungary and from Catalonia to Sweden.

Government organisations are excluded from membership and a number who made application to attend were refused. The result was a convivial group of people from the industrial archaeological movement who were involved in the preservation, restoration and exhibition of former industrial buildings, machinery, records and artefacts in their home countries.

Restoration projects ranged from a water driven flax (linen) mill in Sweden to a tramcar in England; from a textile factory and surrounding town in Lombardy to a cable car complex in Switzerland.

The first day of the conference was devoted to presentations by delegates of their aims, work, achievements and the problems they faced.

It soon became clear that the volunteers could overcome virtually any engineering repair or regenerative task they faced. They were enthusiastic about their work

and had the willingness and ability to make progress where none had been made for years. However, there were a few particular areas of concern that recurred across the continent. These were:

1. The difficulty of obtaining funding for projects that could not move forward without it. It was apparent that although most countries were administered as partners in the EU, the interpretation of the EU guidelines varied considerably. For instance, it appeared that decisions on major funding applications and the policy regarding the areas of industrial archaeology to be funded in the UK are made at central government level. In Sweden the outline policy is decided at government level but the decisions are made much nearer to the action. In some cases the decision makers were to be found amongst the volunteers.
2. The problem raised by the delegate from Kew Bridge Steam Museum and echoed around the room was a shortage of volunteers from the younger sections of society. It was generally agreed that members should continue to sow the seeds of industrial archaeology in the minds of the youngsters although it was clear that this could lead to frustration. The hope was that the seeds would lie dormant for some years to flower in later life.
3. There was a difficulty in appreciating that factories and other establishments closed in the 1970s and later were as much a part of our industrial heritage as those that closed as hundred years earlier. Attitudes varied in different countries. Whilst some countries would rush to designate and protect a recently closed building as a heritage site as soon as work had stopped, others were reluctant to consider the heritage importance of a site a hundred or more years after its closure. In the meantime a great deal of industrial heritage would certainly be lost, deteriorate or be built upon. The point

was made that many modern industrial buildings were made of mild steel or other low energy materials and would soon deteriorate if early action was not taken to preserve them.

4. The conflicts of emerging legislation. A Flemish delegate spoke of a creosote works that is legally protected as a heritage site but no one is allowed onto it because of environmental safety legislation. This also conflicted with another law that did not recognise a national monument that was less than fifty years old.

Some countries had clearly defined protection of a much wider range of sites than the UK's English Heritage listed buildings policy.

The needs of the volunteer groups were many and conference saw three instances where industrial archaeology was a feature of not just a factory or mine building but of whole settlements. These presented considerable problems for volunteer groups against the interests of a range of other commercial and social groups who could see other futures for the properties. They found they could do little but lobby and exert influence. The three settlements were:

1. Rouse, a small provincial textile city in East Flanders that boomed from the 19th Century to the late 20th Century. In addition to the factories on the edge of the town there are smaller units integrated with the housing throughout the town. The richness of the textile industry in this remarkable town is reflected in the lavish art-deco styles of the houses. The city grew for just one purpose and a labyrinth of back alleys and pathways connect the many units. The industrial archaeologists face having to preserve a unique town consisting of small houses that provided accommodation for the workers and their families whilst being a part of a factory. As in many parts of Belgium a modernist movement wishes to sweep away such

traces of a past industry. The industrial archaeologists are undertaking a study that they hope will allow the unique nature of the town to be preserved whilst providing guidance for its future development.

2. Crespi d'Adda is a company town in Lombardy where a textile factory was established in 1878. Built on open ground entirely for the occupation of those involved with the factory the town consists of four-roomed houses for the workers and larger establishments for the department heads. There are villas, a church, a school and a theatre with a 13th Century style castle for the factory owner. This remarkable town was recognised for its historical and architectural importance and placed on the UNESCO World List in 1995. Unfortunately, the factory closed three years ago and the community now faces an uncertain future.
3. The Flemish Mining Town of Beringen in Middle Limburg completely changed a poor agricultural area. Coal was discovered in 1901 and the mine developed alongside a town built with the express purpose of attracting workers to the mine. At one time, in 1948, 6,796 people of different nationalities were employed at the mine and about 5,000 of them worked underground. To house and provide for such a workforce it was necessary to build a series of integrated villages to accommodate 30,000 people (the present population is over 41,000). As well as a variety of housing with individual styles to match the social standing of the employees, there was a cathedral and all manner of social, cultural and recreational facilities. The development included the infrastructure for energy and the entire transport requirements of roads, railways and canals. Although the mine completed its closure in 1992 the residential accommodation has found other uses and the town of Beringen has prospered. Unlike Rouse and Crespi d'Adda the accommodation complex of Beringen was a carefully planned and is relatively modern. This has enabled

its structure and architecture to become integrated with 21st Century living without the damaging changes to design and decoration found in the other towns. It is Les Charbonnages de Beringen, the mighty mine buildings and equipment that concern the industrial archaeologists. With cooling towers standing over 400' high, generators, tremendous winder motors and steam turbines in the compressor house, the preservation of this once important mine presents a daunting task for those who know it should not be allowed to crumble away. Fortunately, the conference coincided with local and provincial elections and the mayor of Beringen assured those present that the government would preserve the mine and its museum as a monument to Belgium industry. This does not mean that the industrial archaeologist and mining experts will have nothing to do; their skills and labours will be required at every turn to ensure the very best use is made of the funding to be provided by the government.

While it maybe considered unfair not to report fully on the presentations and endeavours of all the delegates and their groups, some advantage maybe secured by reporting one or two unattributed items they included and the remarks they made.

Hungary had an International Day for Monuments & Sites.

1975 was European Architectural Heritage Year; it produced a great deal of thinking connected to the subject. An appeal for a European Industrial Archaeology Year was sympathetically received by the Council of Europe but they will not organise it. Previous events were poorly supported by governments whose personnel were probably unattuned to the task.

A project to restore a flax (linen) water driven mill in Sweden had continued for 23 years. Government funding had paid for re-roofing the mill and some other work to preserve the vitals and enable volunteers to work under cover.

Share a project with volunteers in other

countries. Do not just welcome visitors but bear in mind they are likely to be enthusiasts or they would not have called. Ask where they are from, start interaction wherever possible and plan return visits to produce links for funding partnerships and tourism. Too many projects operate in isolation.

Compare actions and progress between different projects, learn from the successes and failures of others.

Catalonia has a recognised lobby group of engineers, architects and historians who influence politicians on behalf of the organisations that approach them.

Politicians change every election. Industrial Archaeological volunteers have to think beyond changes in local politics [and beyond national politics in the UK].

Tourism Offices can include a history facility. Visitors to certain areas are probably more interested in its history than a choice of accommodation.

When lobbying, put a foot in the door and not leave until you're in!

Start with a small proposition that the politicians can handle and from which they can derive some benefit, and then step up the demands.

If one is providing a tourist attraction be sure that one can design, build and run it satisfactorily.

If you have an example of industrial archaeology that is not operating it will have to be renovated every ten years. A working item will keep running longer and provide opportunities for education, training and revenue.

Industrial archaeological websites are generally devoted to one subject. There is an opportunity for a universal website linked to individual interests. It would have a similar effect to this conference.

No point in putting one's project first in an application to the EU. First list the people who will benefit from the project.

The EU has more than 3,000 grant systems. There is an opportunity for a 'EU Grants for Dummies' handbook.

It is clear that the problems faced by industrial archaeologists in one country are similar to those faced in other countries. The differences lie in the local legislation and the attitudes of the politicians.

To succeed we have to demolish borders. International co-operation can work if we use it. E-FAITH provides links to industrial archaeological organisations throughout Europe.

Before your voice can be heard in Brussels you need a number of organisations behind you.

The demands of war are the great producers of industrial archaeology. The Great War was the first real industrial war. There is an opportunity for a European Industrial War Archaeological Project. It could reveal a number of international links.

Funding is sometimes available for initial capital costs but is difficult to maintain funding for long-term educational projects that could encourage the interest of younger people. Funders tend to push applications towards educational foundations that do not have money [or interest].

A vacant building will stand untouched until the first window is broken; from that moment on it will be the subject of concerted vandalism.

The E-FAITH website contains information for members. Friendships have been created that will widen the scope of industrial archaeological projects and provide partnership across Europe for funding applications. See also EU supported Culture 2000 at <http://www.accessculture.org>

Levant is now in its winter mode and maintenance is being carried out to the whim, machinery and buildings in preparation of the forthcoming summer season. New galvanised bolts have been fitted to the landward side winding drum and copper packing inserted between the drum and crankshaft to enable the drum to be clamped to the shaft. Hopefully this will cure the problem of the drum becoming loose on its shaft, and the new bolts will not rust up so quickly to enable us to retighten the drum if necessary.

The pressure reduction valve had ceased

LEVANT REPORT

to function, probably due to lack of

operation over the winter period, and a reconditioning kit has been fitted. Access to the valve has always been difficult, being situated over a void to the rear of the Trethowel boiler, and a new removable platform has been fabricated to make things safer. There are always problems at Levant with dampness and salt air and the video screen and DVD player have both failed and will need replacement. These show to visitors, a shortened version of John Potter and Dominic Hudson's underground explorations at Levant.

Liberal amounts of paint are being applied to the engine, boiler, winding drums, guards and engine house walls ready for the first opening in Easter, and hopefully the new toilet block will be fully operational by then, together with improved access for disabled persons.

We are still in the process of acquiring a mucker and locomotive from Geevor Mine, and numerous lengths of rail have been delivered from South Crofty. We thank them for their help.

For the enjoyment of visitors in good weather, "big" furniture has been manufactured on site. These have been placed in front of engine shaft and they are made from massive pine timbers and consist of a table and benches and should make a pleasant area for picnicking.

A meeting has been held with Adam Sharpe to establish what work and excavations can be carried out to the site to reveal Levant's past history.

The John Corin book on Levant (our best seller) needs to be reprinted and this is seen as a good opportunity to add two chapters to bring it up to date. It will include everything that has happened since opening to the public in 1993, as well as the account written by Norman Lackford of the extensive Millennium refurbishments. Eight photographs may also be included.

Ron Flaxman

The Camborne Road Locomotive is now in its winter quarters in John Woodward's engineering workshop, where it is undergoing a substantial maintenance programme. Arthur Young is overseeing a team of volunteers, who are busy cleaning,

painting, inspecting and renovating the engine in readiness for its first outing on Trevithick Day in Camborne. The team of volunteers, assembled by John Woodward, were featured in the West Briton newspaper standing next to the locomotive, which is starting to look its purported age. The next major event will be to get the refurbished engine out of the workshop—a

PUFFING DEVIL

very awkward manoeuvre with a crane.

The Inaugural Meeting to form the 'Friends of King Edward Mine' will be held in the Survey Office at the Mine, on Monday 23rd April at 19:30.

The Friends aim to be an exciting, innovative and forward looking organisation.

Contributions and funds will go towards projects at KEM to assist with Preservation, Conservation, Education, Research & Raising Awareness of King Edward Mine.

If you are interested in the future of the oldest complete hard rock mine remaining in the County, or wish to become involved

FRIENDS OF KING EDWARD MINE

with a group of buildings and site of National Importance, then come to the Inaugural meeting on the 23rd of April.

Vernon Baldry

BOOK REVIEW

Cape Cornwall Mine by Peter Joseph. Published by the Northern Mine Research Society as British Mining No. 79. It has 112 pages and nearly 50 illustrations, including many maps, mine plans, sections and photographs. Price £8.95. ISSN: 0308-2199, ISBN-13: 978-0-901450-60-9, ISBN-10: 0-901450-60-X

This book details the history of a small St. Just mine in the middle decades of the 19th century. Between 1836 and 1886 there were three periods of working, and the author explains who was involved, what the extent of the workings were and how successful or unsuccessful the operations were. Despite its small size, Cape Cornwall had at least five steam engines working on it—although by the end of the 19th century their houses had all disappeared, their stone being removed to build the house of Francis Oats, a Cornish mining magnate who had returned from South Africa.

Peter Joseph carefully leads us through the labyrinth of bal-selling, misleading prospectuses, exaggerated claims and downright lies as money was raised and shares sold by the principal entrepreneurs involved. Dubious characters, questionable deals, heated controversies with neighbouring mine owners, stubborn resistance to any form of cooperation for mutual benefit with adjacent mines, are all described in some detail. John Cathew, of Illogan, who was very involved with 'selling' the mine, appears to have been a man of shady principles and barely concealed dishonesty. The Boyns—of whom there were many—were also men who tended to act more for their own benefit than for others. Cape Cornwall's Mine's relationship with its neighbours was always difficult, sharing as it did geography, geology and personnel with St. Just United/Amalgamated and other St. Just mines. The failure to work together for mutual benefit seems to have been a St. Just thing, for in other areas Cornish mineral lords, land lords and mine owners usually cooperated where necessary, even when there was long-standing antagonism between the parties. For those of us from

Camborne who worked at Geevor, this will come as no great surprise!

One great value of this book, is that it narrates the story of a very typical 19th century Cornish mine. Fowey Consols, Dolcoath, Carn Brea, Tincroft, East Pool, Gwennap United and Consols mines, were not typical Cornish mines, even though their stories have been told on many occasions. They were the great exceptions. This small St. Just mine, situated on the breathtakingly beautiful Cape Cornwall headland, was only 600 feet deep. It never employed many men. Its production was always modest and any money raised from ore sales was tiny by comparison with its neighbours—particularly Levant, Botallack and Geevor! The period it operated for was short and its prospects always precarious. Its story is similar to that of scores—perhaps hundreds—of 19th century Cornish copper and tin mines. For the modern economic historian Peter Joseph's book is of particular value because Cape Cornwall was so typical of the majority of mines in Cornwall at that time.

Our friends from the North, who have published this fine book, must be congratulated. Once again they have stolen a march on us locals—as they did with the Palmer-Neaverson study of Basset Mines (BM 32). I expect they will notice the references to the Cornish miners who were used as 'black leg' labour to break strikes by northern coal miners. There were almost as many Cornish miners who settled in parts of Lancashire and the North as there were in California and Arizona—many of their families are still there!

There are a couple of small questions: What happened to the end of the chapter called *Incorporation: St Just United Mine*? The chapter peters out at the end of page 73, half way through a sentence. Also, the points about the reasons for mass migration, expressed on page 79, although being a traditional view, are at variance with recent research on the subject.

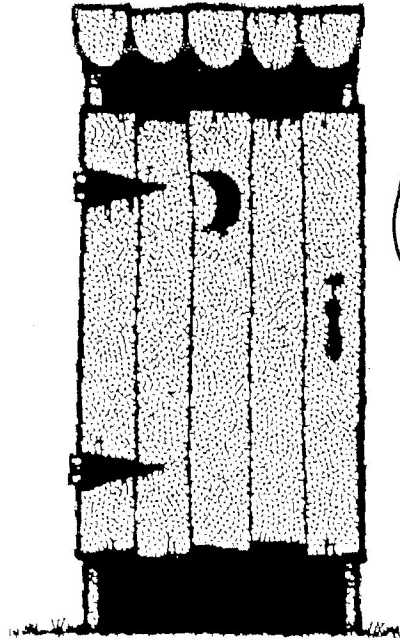
Altogether, this book is a fine account of a small Cornish mine in the 19th century. It adds to our knowledge of Cornish mining history significantly, mainly due to the careful research of the author and the time he has spent on tying all the information

together with respect to the overlapping mining setts all around Cape Cornwall. His narration and analysis has been most careful and is very impressive. At £8.95 this book is well worth buying. It can be obtained from Mike Moor (53 Vineyard Drive, Newport, Shropshire, TF10 7DF), with £1 added for postage or from NMRS Publications, John Hunter, 3 Leebrook Drive, Owlthorpe, Sheffield S20 6QG.

JAB

FAMOUS PEOPLE ON THE TOILET

RICHARD TREVITHICK



**"RIGHT NOW I'M THINKING HIGH
PRESSURE IS THE ANSWER"**

TREVITHICK SOCIETY EVENTS AND CONTACTS

Apr. 20th - C.C.

Cornwall's Last Stream Works.

By Richard Williams.

Apr. 28th - Camborne Trevithick Day

Apr. 29th - Open Day at King Edward Mine

May. 18th - 20th

A.G.M. Weekend.

Details on separate sheet.

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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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