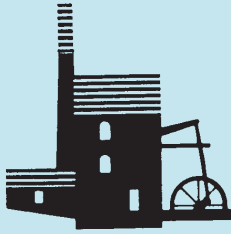


NEWSLETTER 140 JULY 2008

THE TREVITHICK SOCIETY



Established 1935



Reg. Charity No. 246586

Catch-me-in-Bridgnorth!

CHAIRMAN'S ADDRESS

There is a time for everything...

We will never know whether those who changed the name of this Society to Trevithick ever gave a thought to the effect that would have on the reputation of its namesake some thirty-odd years later.

When this Society decided to construct a replica of Trevithick's 1801 road carriage it became the focus for interest in the inventor throughout the world. It could not have done all this alone and is grateful for the help it received from its engineering and media friends.

We cannot claim to be the first to build a replica of a Trevithick locomotive. That honour must go to others in this country and the United States. However, I am sure they will agree that their skilled workmanship lived in comparative obscurity until recent years.

The unusual name of Trevithick, which all recognise but few can pronounce correctly, is now seen as the source of the power for the Industrial Revolution and self-propelled transport.

Many children in this country and far away in Italy and Australia learnt something of the man but probably did not link him to his significant advances in technology. We hope that the children in Cornish schools will learn and appreciate him in the future.

Trevithick has, at last, been

acknowledged around the world for his remarkable skill, vision and determination. Thanks to modern communications it is likely that many more people now know of his achievements than had heard of him during his lifetime.



Fame creates strange bedfellows. A connection to Trevithick now imparts excitement unknown a decade ago. A model railway locomotive, built in accordance with his engineering principles but one he may never have seen, commanded over £90,000. His presence in buildings where he may have worked now bestows some hallowed status on the stonework and academics study his work and discuss its implications. Festivals, dinners and meetings are held in his name; prime ministers and royalty make speeches about him and he would have been bemused to know that one day a fuchsia would be named after him in Holland.

The man who gave this world so much died a lonely death far from his Cornish home with just the comfort that he had been of some use to Mankind. He has lain quietly for a long time. They say that there is a time for everything; is this not the time to consider some fitting honour for such a great man?

Philip M. Hosken.

EDITORIAL

John Higgins, our member in Brazil, recently visited Cornwall and presented the Society with the model Holman rock drill, featured in newsletter 138, plus some notebooks and other archival material. These meticulous notes and drawings were created by his father who was a Camborne School of Mines student in the 1920s. It is hoped to use some of this fascinating material in future newsletters and/or the journal.

Colin French.

Copy date for next newsletter: September 15th.

LETTERS TO THE EDITOR

Dear Editor,

I am a member of the Trevithick Society as well as being hon sec of the Cornwall Branch of the Hist Assn. I would be most grateful if you would please publicise the following talk to members of the Trevithick Society through the Newsletter.

On Friday 30 January 2009 at 7.00pm in the Community Room of Richard Lander School, Gloweth, Truro Dr Richard Noakes (University of Exeter in Cornwall) will be giving a talk on "*Connecting West Britain: the Development of Telecommunications in Cornwall 1870-1970*" to the Historical Association, Cornwall Branch. Admission is free and members of the Trevithick Society will be welcome. For further information contact Jim Lewis on 01637 872258.

Many thanks
Jim Lewis

Dear Editor,

I believe Ian Thompson was wrong in asserting (Newsletter No. 139) that the Kawau 36-inch Cornish Engine went to Australia following its short period of use on Kawau Island, New Zealand. There is definite evidence that it was sent back to Cornwall in 1856 and offered for sale. The full story appeared in the Society's Journal No. 21 (1994). Note the correct rendering of the name Kawau, which is locally pronounced 'Kow-wow'.

Kenneth Brown,
27 Ailesbury Way,
Burbage,
Marlborough.
Wilts.
SN8 3TD.

Dear Editor,

Something of a different flavour for our Newsletter.

The St. Cleer Parish Church Handbell Ringers, have now the sequence of ringing:

"Going Up Camborne Hill, Going Down"

on six bells, at their weekly practice nights.

This has also been adopted as the opening bars upon ringing the "Emerson Chimes" at St. Martin's Parish Church, Liskeard, for their Mid Week Communion Services.

7 4 4 4 4 5 4 3

7 3 3 3 3 4 3 2

2 2 3 2 1 2 3 4 3 2

1 2 3 4 3 4 5 4

Duncan Paul Matthews
East Cornwall

8TH INTERNATIONAL MINING HISTORY CONGRESS

EARLY WARNING!

The 8th International Mining History Congress will be held at Redruth in June 2009.

see:

www.ex.ec.uk/history/imhc/index.htm

Dr. Roger Burt
Research Fellow
History Department
University of Exeter
Devon
EX4 4RJ

ANNUAL GENERAL MEETING

Chairman's Report, 17th May 2008

I am privileged to report that during the past year your Society has continued to serve the interests of Cornish industrial archaeology.

It would be unfair of me not to point out that this report, my sixth, is very unlikely to be replicated in the future unless there are some radical changes within this Society. The achievements in organisations like this Society depend upon the active contribution made by their members.

When this Society took a major step towards establishing Richard Trevithick's rightful position as a superior engineer it set out on a course that was to engage its officers in many hours of interesting, and sometimes exciting, work.

The rare name of Trevithick is now inevitably connected to the successful development of high pressure steam and its use in transport and industry. The rarity of that name means that this Society becomes involved whenever and wherever there are bicentennial celebrations to mark his achievements.

This year sees the 200th anniversary celebrations of Trevithick's 'Catch-me-who-can' railway locomotive which, among other things, invented the fare-paying railway passenger.

A replica of that 1808 locomotive is being constructed in Bridgnorth where the original was built and the engineers involved have used many of the original drawings and patterns from our replica of the Camborne Road Carriage. The two-day event will be celebrated in July and the Society will be there.

The Early Railways Conference this year will take place at the University College, London close to the site of the original 1808 railway. It is believed that some remarkable archaeological remains and a contemporary picture will be unveiled at the conference. Two members of this Society are contributing to the conference.

A nine mile Trevithick Tramway Trail between Penydarren and Abercycon has been a very long time in the making but it will be officially opened next month. This Society has been invited and will be represented.

Dartford in Kent, where Trevithick is buried, has taken their adopted son to their hearts and, following the unveiling of a blue plaque to his memory by this Society last year, organised its first Dartford Trevithick Industrial Day earlier this month. The Trevithick Society was there.

Although the Society is attending these events during the present year its involvement is also a part of the past year's activities.

The high profile of the Society has attracted interest and enquiries from local authorities and the public in general. Last year I mentioned our indebtedness to Kingsley Rickard for handling most of these enquiries and this is an opportunity for me to repeat our thanks. Earlier this week Kingsley represented the Society at the first official steaming of the renovated Cornish pumping engine at Kew Bridge Steam Museum. He met many people connected to industrial archaeology including Rodney Law.

As a part of its educational responsibility, the Society provides lectures to interested groups and always takes the opportunity to speak to the people who attend its displays

The increased awareness of the general public has provided a variety of links that have increased our circle of friends and provided Pete Joseph, our curator, with an unending flow of interesting artefacts for the Society's collection. Pete's dedication to his voluntary position as curator and his attendance at the many events that occur around the country and sometimes further afield is a great asset to this Society.

Representatives of the Society have returned to Petit Sark to continue the examination and survey of the Hope silver mine there. Whilst on the island they gave two well-attended lectures to the islanders and were received by the Seigneur.

Members will be pleased to know that the travel and accommodation expenses incurred during these high profile trips to places such as Dartford, Bridgnorth and Sark are met by the hosts.

You will have noticed that the Society's journal has now appeared in colour for the first time. This significant change and preparation of content was no where near as simple as it looks. Our thanks go to Owen Baker, the journal editor and again to Pete Joseph for formatting the contents.

Colour has found other outlets and Colin French is to be congratulated on his transformation of the newsletter.

The Society agreed last year to increase its annual subscription. This has meant a great deal of complicated work for Sue Maunder, our membership secretary, in persuading all our members to adjust their annual payments. She has kindly done this work with hesitation or complaint and our thanks are due to her.

This Society needs bank accounts, balance sheets, to make statutory returns and an able treasurer. It is a reflection of Steve Thomas's care for more than twenty years that we maintain a stable financial position.

Camborne Trevithick Day celebrated its Silver Anniversary this year and the Society was pleased to have the use of a large marquee placed in the car park of the town's council offices. We were heartened by the number of people who came to see us.

John Woodward and his crew have completed a successful year with the Puffin' Devil and our thanks are due to them for their work, which, I must say, they look as though they thoroughly enjoy. Apart from a small mechanical mishap during the last stage of the climb Up Camborne Hill this year the locomotive has behaved well and this must be due to the examination and work put in during the winter by John and his crew.

It must seem incredible that, after 73 years, this Society still does not have a home. Last year I related the story of the Trevu Building, the former

Holman's No 3 Works, and can now state that the developer has eventually obtained conditional planning consent. However, the site will require a great deal of groundwork and the securing of older buildings in accordance with the conditions imposed because of World Heritage Site requirements. Whether the site will then be developed for housing allowing us the use of the prestigious corner building will depend upon the state of the housing market.

Although the various regeneration bodies claim to provide for Cornwall's rich industrial history it was clearly easier to obtain buildings in the days of the Cornish Engines Preservation Society than it is today. If the Heartlands development at Robinsons Shaft comes to anything it is unlikely that industrial archaeology will be more than an adornment.

Throughout the year the Society has worked hard to rebuild its links in east Cornwall. It was decided, after the disappointment of recent years, that holding regular meetings in Liskeard was both expensive and ineffective. With the help of Duncan Matthews and John Rapson we have still held meetings there this year and will continue to do so but we have also sought wider representation in east Cornwall.

During the year the Society appeared very successfully at the Launceston Steam Fair and Gurney Day in Bude; something we intend to repeat this year. We have given a number of lectures in east Cornwall and undertaken site examinations and surveys.

As a mark of our interest in east Cornwall we are here today for this AGM and our annual dinner this evening. I would like to record the very warm and enthusiastic welcome we received from the mayor and all the people we have met in Looe when we proposed holding this event here. It is a great pity that Ron Overd cannot be with us today as he had planned. We wish him well.

Many of you will already have met John Manley who has very effectively stepped in to organise many events in

south eastern Cornwall and just over the border. I'm sure he doesn't mind me describing him as a bright young man with a fund of ideas. I know he would like to share some of those ideas with you and I have asked him to say a few words at the end of this report.

For some years the East Cornwall Branch was chaired by Charles Thurlow who has been a member of the council until his wish not to seek re-election this year. He has been a stalwart member of the council with particular interests in the clay industry and we are sorry he is leaving us.

One of the continuing success stories of this Society over the years has been the judicious and professional manner in which its publications have been handled. Not only have they provided a valuable insight into Cornwall's mining and industrial history but they have also made a substantial contribution to our income.

Credit for this must go to Vernon Baldry who, for the past seven years has devoted himself to this work. Vernon feels that he can no longer undertake these responsibilities but is very willing to teach his successor 'the ropes'. I will write to Vernon on your behalf and thank him, not only for his work with the publications but for his attendance and well reasoned contributions to the council meetings.

Our secretary, Geoff Smith-Grogan joined the council of this Society ten years ago and, although he lives in Reading, has taken a lively part in it activities, helping to structure the council as it lost members over the years. His own activities are changing and, sadly, he is no longer able to continue. Our thanks are due to him for his work and input, especially in the matter of early railways.

This Society is both an educational charity and a heritage organisation. In order to combine these two activities in a satisfactory manner it requires the participation of its members in a voluntary capacity to carry out the necessary functions.

Over the years most of the services supplied by this Society for

its members and the public have been provided by its council. That council was made up of members who held particular posts and those who had recently joined and were becoming accustomed to its activities. It has been nearly ten years since we recruited a permanent member to the council and we lack people to replace those who are retiring. The total number of members on the council is rapidly depleting. I have given this warning before and there have been several mentions in the newsletter.

There is no way that this Society can continue to undertake its present responsibilities. You will have noticed that you have not received a programme of events for the coming year. I told you how the Society's publications activities are coming to an end and we require a general secretary in order to operate legally. Currently we urgently need a general secretary, a programme secretary, an AGM secretary, a minutes secretary and a publications secretary. On top of that we need to recruit more members who will replace those who will be retiring in the near future. I, for one, have been announcing my retirement for years and feel that this position should be regularly filled by someone who has something to offer. I have other commitments and, if I am re-elected, must step down at the end of the coming year.

I hope this report has revealed an exciting and interesting Society that is doing a worthwhile service for Cornwall. Compared to single interest groups, is it involved in a tremendous number of activities and I would have expected one or more of these to interest the members sufficiently for some of them to want to participate in running the Society.

I said at the beginning of this report that I do not expect you to receive another like it. That is because we have to face reality and after a proud history of over 73 years this Society will have to consider closing down many of its activities.

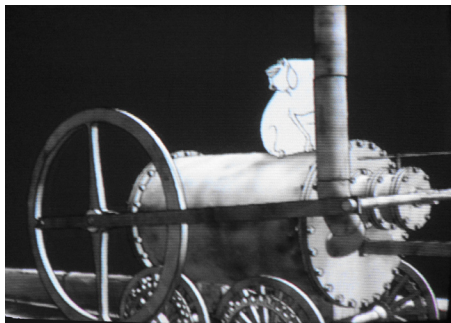
We have anticipated and reported this situation for a number of years. If we do not get more people willing to share,

even the small parts of our work, during the coming year that is what we will have to do.

I am sorry to conclude such an exciting report on this sad note but it is my job to report the reality of the situation; I hope it can be improved.

Philip M Hosken

BELLEVILLE RENDEZ-VOUS



A French cartoon film about a grandmother who encourages her lonely grandson to enter the Tour de France. Beautifully drawn it depicts an assortment of truly Gallic characters in the era of de Gaulle. It would, if it could, reek of Gaulois. It has Citroen H vans, 2CVs and a flash of a DS 19. The observant will also notice an advert for Les Vacances de M Hulot. Where necessary there are sub-titles in English.

Why is this mentioned in a Trevithick Society newsletter? For some apparently unknown reason the film contains several accurately drawn cameo appearances of Trevithick's 1804 Penydaren locomotive. See for yourself, it's 78 minutes long and obtainable from Amazon at £7.97.

PMH.

CLIMAX EXHIBITION

On October 9th and 10th 2008, at the Wesley Centre, Chapel Street, Camborne, the Society will be mounting a display of pictures and artefacts of Climax Engineering Co., originally R.Stephens & Co. and later absorbed into the Holman Group. If any member has information, pictures or artefacts we can use please contact the Curator, Pete Joseph on curator@trevithick-society.org.uk or ring the Society chatline 01209 716811

K.J.T.R.

TREVITHICK 200 STEAM IN BRIDGNORTH

As this newsletter is at the printer, there will be a celebration of the manufacture in Bridgnorth of Trevithick's 1808 Catch-me-who-can! locomotive. On Thursday the 17th the Society will present a lecture on the general subject of Trevithick and high pressure steam. Next day a plaque will be unveiled to the memory of the Hazledine Foundry on the site of the factory and the replica of the 1808 locomotive will be unveiled at Severn Park on the Saturday morning at 10.00am. Gallopers, miniature steam railways and all manner of steam and fair field attractions will be there to be enjoyed. The Society will be there for this important event with both the 2001 Camborne Road loco and its display tent. Tom Brodgen is also expected to be there with the London Road Carriage and the Coalbrookdale locomotive will attend making this the first time all four replicas will appear together. See <http://www.trevithick200.co.uk>.

The cover photograph shows Dave Reynolds beginning steam trials on the Catch-me-who-can! replica at Bridgnorth.

PMH.

LEVANT REPORT

All is running well at Levant and we are now well into the summer season. The site is very popular with schools and we get repeat visits from some each year. This involves additional volunteers to guide them around as we still need to provide tours for the general public at the same time. We are very grateful to those that provide this extra support. It is also intended to run special days when an extended tour of the dressing and treatment floors is undertaken, but this will depend upon demand.

By the time this gets into print we are hoping that the winding drums will be removed and are being refurbished at Falmouth Docks. The main shaft will be skimmed in-situ. It will be interesting to see this done, and we intend to video the procedure for the archives.

The reprint of John Corin's book 'Levant – A Champion Cornish Mine' containing two additional chapters, is now

in stock and selling well.

The day before Trevithick Day there was a gathering at Levant of eight steam cars led by Dr. Bob Dyke in his 1908 White Model L steam car named 'Lucy'. A great deal of interest was shown by those visiting on that day and it created a terrific atmosphere. The following day, they were alongside our very own 'Puffing Devil' in Basset Road.

Work is progressing with the refurbishment of the Eimco rocker shovel and Clayton electric locomotive. Lots of rust has been removed and replaced with gallons of paint, and the locomotive has been tested under a reduced voltage. We still require about a further 80 feet of track, and if anyone can help in that respect it would be greatly appreciated. Consternation has been caused by a certain person misconstruing what was written in the previous newsletter. The project will not be run anywhere near to the public, and as previously stated they will be able to view it from a safe distance. A classic case of someone not finding



out the proper facts before putting pen to paper.

After one of our spring storms, a large piece of the cliff in Levant Zawn has fallen (see photo). Remarkably it has stood upright but its footings are being eroded by each high tide. We estimate this rock to be in excess of 1,000 tons and it looks like it may topple into the zawn at any moment.

We are deeply saddened to hear of the passing of John Crowe. Until recently John was a regular steward at Levant, and he had a vast range of knowledge. He could pass his enthusiasm on to others easily, and will be sorely missed.

We once again welcome Tom Barr to Levant. Tom is one of the few remaining original members of the 'Greasy Gang' and he comes from his home in Surrey twice a year to be with us, staying a month at a time.

Ron Flaxman

BRUNEL & CORNISH PUMPS

A friend here in Essex recently asked if I knew anything about drainage works undertaken around 1830 by I K Brunel on marshland at nearby Tollesbury. Brunel's career was in something of a hiatus at this point; work had stopped on the Thames Tunnel while Clifton Bridge and the GWR were still in the future.

L T C Rolt in his Brunel biography tells us that Brunel erected a 24" beam engine at Tollesbury, connected to a 'siphon' pump. Engine and pump came from Maudslay, Sons & Field, with delivery being made by sea. Brunel had worked with Maudslay's on the Thames Tunnel and they would later supply the engines for his ships.

Rolt also says that, "At that time, thanks to the working economies effected by Richard Trevithick and other Cornish engineers, the pumping engines at the Cornish mines were still supreme and it was doubtless with the object of gaining experience and information that he [Brunel] secured introductions from John Taylor to

his son Richard at the Consolidated Mines and to Captain Nick Vivian at Wheal Towan. Of the former [Consolidated], Taylor writes in September 1830: 'Our engines there are the largest in the County and though no one comes up to that at Wheal Towan, we think, considering their size, what they have to do and the number at work, our duty is very good.'

The engine and pump at Tollesbury were not a great success and were removed at a date unknown, possibly replaced by a wind pump. There is anecdotal evidence that in 1953, when the Tollesbury sea walls were improved after the 1953 floods, some large cast iron pumps – possibly part of the siphon? – were found and removed. All that survives today are some large drainage ditches.

It would be nice to know more, both of this early Brunel project and of his consequential connections with Cornish engineers. Can any member help?

Graham Thorne

Great Totham
Maldon
Essex
T042

THE CHATLINE

Members will be aware of the "Chatline" and the occasional odd request. The following conversation took place recently upon answering the telephone.

"Good morning. Kingsley Rickard, Camborne"

"Is that the Trevithick Society?"

"Yes it is. Can I help you with anything?"

"Yes please. Do you do wedding receptions?"

"I do" was certainly not the answer in this instance!

CATCH-ME-WHO-CAN!

In June the Fourth International Early Railways Conference held an exhibition and dinner at the University College London to commemorate the bicentenary of Richard Trevithick's 1808 circular public railway line, the site of which is believed to be below a part of the university.

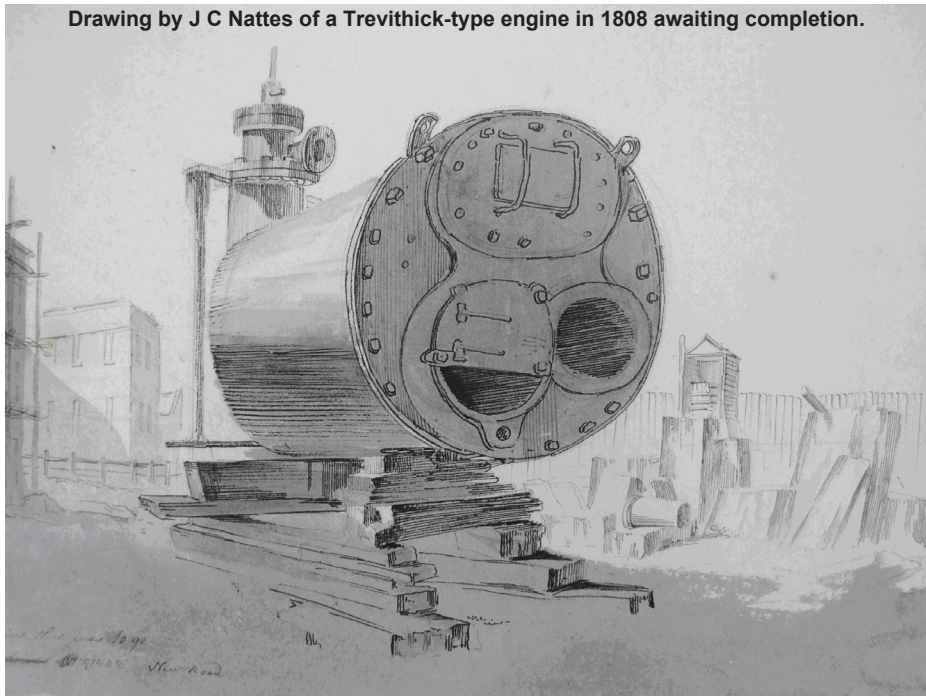
As would befit the celebration of such an important occasion in the history of this world's railway systems, it was a grand event with chief executives of many of the country's railways, heads of important museums and graced with the presence of HRH The Duke of Gloucester, Patron of the Newcomen Society.

An exhibition was held in the South Cloisters of the college and this was composed of a number of relevant Trevithick documents, drawings and the first passenger railways tickets from the Courtney Library of the RCM in Truro.

Amongst these was the famous 'T Rowlandson' impression of the railway dated 1809 but now generally considered to be a fake, produced in the early 1900s. The two contemporary Trevithick models were on display with the conjectural model of the 1808 locomotive by Kennard. The twin cylinder Sans Pareil recently purchased by the NRM, York, was also in the same cabinet, making this the first time all these models have been seen together.

Of particular interest was the recently identified drawing of a Trevithick-type boiler by John Claude Nattes, c.1765-1839, and dated 1808. It bore the inscription 'a machine that was to go by steam... 1808 New Road.' It was suggested by John Liffen, a curator of the Science Museum that this could be the boiler for the 1808 Trevithick railway, standing in what is now known as Euston Road, and awaiting its flywheel and running gear. However, Dr Sanjay Rana feels that the scaffolding is particularly noteworthy and the sketch

Drawing by J C Nattes of a Trevithick-type engine in 1808 awaiting completion.



depicts a building site with an engine awaiting completion to undertake pumping work.

In Bridgnorth, where Trevithick's 1808 locomotive was built, the good people of the town believe it left the Hazeldine foundry completely built, and on its wheels. There has recently been talk of a contemporary painting of the event in which the locomotive is seen being loaded onto a trow in a special dock created for the purpose. A search is on for the painting. There will clearly have to be more research into the early circular railway in the Euston area. It is exciting and satisfying that so many people are now studying the work of Trevithick and examining its consequences.

Speeches were made by Prof Malcolm Grant, President and Provost of UCL, The Duke of Gloucester, and Lord Faulkner of Worcester, Chairman of the Railway Heritage Committee. Many organisations were acknowledged for their support including this Society.

The presence of Prof Takuya Marumoto, President of Yamaguchi University in Japan recognized links by UCL and Trevithick's grandson with Japan and their contribution to the development of its railways.

Sponsors were O2 and Eurostar, the latter announcing awards connected to UCL for innovative work in the wake of Trevithick.

PMH.

KING EDWARD MINE

Open Day was a great success on April 27th. with almost fifteen hundred coming through the gate. Given the amount of work and planning that goes into the event it is most gratifying to see the visitor numbers creeping up each year. The programme was very much "the mixture as before" but the public obviously like it. The main addition this year was the Frue vanner, the world's only working example. Work is proceeding at a pace to

install the lecture theatre. David Blight has constructed the dividing wall and doorway, all done to his usual very high standard. Storage is now the problem as we will have to move the equipment we have stacked in the area which will be occupied by the seats.

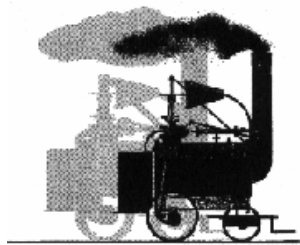
Tony Bunt is still "gorse and bramble bashing" and has really made great inroads into these invasive plants. In one area that Tony has cleared we are going to have a picnic area using large rocks as seats and tables. This will give a good view along the Great Flat Lode and we feel this will be popular with visitors on fine days.

Huw Rowe is still working on the Holman vertical engine with the task nearing completion. Wear and tear within the engine has resulted in more work than originally thought.

We have been offered two more pieces of equipment for display. The first is an Eimco loader similar to the one we already have beside the main entrance doors and which will be sited by the museum entrance doorway. The other artefact is a winder currently at Morwellham. It was used for skip winding to wind waste up the once familiar conical waste tips in the china clay area, this particular one being at Treskilling Clay Works. A photograph of this winder is featured in the booklet "Industrial Archaeology of Cornwall" by W.H.Curnow published by Tormark Press some forty years ago, which, I am sure, many members have a copy.

The King Edward volunteers also welcome a new volunteer Nigel MacDonald. We hope you enjoy your time at KEM, Nigel.

K.J.T.R.



TELEPHONE CALLS

As members will know they are always welcome to call the Chatline and many do, either just for a chat or for help or information. I also regularly get requests to speak to the Managing Director, IT Manager, Chief Buyer and other such characters so am never greatly surprised what the 'phone brings. Recently on answering I spoke with a gentleman who at was at first was confused, and then amused, who had read crossed lines in the telephone directory and thought we were the Trevithick Surgery. With our engineering interests the old expression "did not know if his backside was drilled, bored or countersunk" came to mind!

K.J.T.R.

DARTFORD TREVITHICK INDUSTRIAL CELEBRATION

Dartford is proud of its Cornish and Trevithick connection and when visiting the town one is left in no doubt as there is a large mural in the main street, a plaque on the Victoria & Bull Hotel where Trevithick stayed and historical references at Dartford railway station.

Due largely to the efforts of one gentleman, Colin Wheeler, Dartford held its first Trevithick Day on Saturday, May 3rd. Unlike Camborne, Dartford cannot close the streets on a Saturday as the town holds an ancient charter market but the town is lucky as it has a thirty two acre park adjacent to the main street which proved an admirable site to hold the celebration. Eight steam engines, a number of miniatures, stationary engines and vintage vehicles all helped to create the atmosphere. One vintage vehicle of note was a Hallworth double deck bus built by J & E Hall of Dartford, the company Trevithick was working for at the time of his death.

The Society felt it should support this celebration and so the yellow tent and

display equipment went in the company of Phil. Hosken, Pete Joseph and the writer. We were also very pleased to have the assistance of relatively local members Graham Thorne and Peter Badger. The Puffing Devil was also due to be at Dartford, but, as reported elsewhere, she was a little under the weather and had to stay at home.

It was pleasing to have accommodation at the Victoria & Bull Hotel, the very building in which Trevithick was living when he died. Less pleasing was the state of the building which is beginning to become somewhat shabby although being listed.

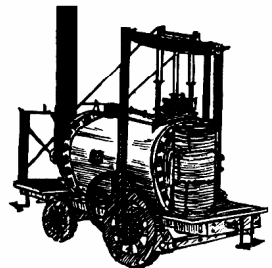
The weather was perfect for the event and we had a successful day and wish to record our thanks to the organisers for helping with arrangements and for making us so welcome.

K.J.T.R.

WHEAL TREWAVAS SAVED

The National Trust has acquired the spectacular stretch of coast at Trewavas Head, including the grade II listed pumping engine houses of Wheal Trewavas and ancillary remains. It is planned to use specialist contractors over the next few years to consolidate the industrial archaeology, and continue the high standards the Trust has set for conserving Cornwall's industrial heritage.

Wheal Trewavas mainly worked copper lodes that ran out under the seabed from 1834 until 1846, and employed 200 people.



SOCIETY EXHIBITIONS

The Society's exhibition team has had a fairly busy time in the spring of 2008 and has more events planned for later in the year.

For Trevithick Day the Society was provided with a 10m x 20m marquee erected behind the Council offices in Basset Road to put on an exhibition for the 25th anniversary of the rally. Work for the curator had begun some time beforehand in organising pictures for display however the real work began on Friday April 24th when Kingsley and myself, together with Dave Mann, started collecting everything that would go in the marquee. This started at 8.30am at Vosper's in Pool for the hire van, then collecting from Redruth (tables), St. Day (books for sale) Truro (display cases) and KEM (rock drills, signs, road breakers, more display boards and even more tables). Most of the pictures had been delivered from Penzance the previous evening. A short break was had in the evening while the marquee was being erected and the team was able to watch a locomotive being delivered into Basset Road and then the marquee was ready to be filled, all 200 square metres of it. Unfortunately there wasn't sufficient light to finish the job that evening so the team, which had been joined by George Wilson by this time, adjourned for the evening; it was 9.30pm.

At 6.30pm the weary trio arrived in Camborne to set up the Society's tent which had been loaned to the Trevithick Day Committee, then, having been joined by George and a bit later by Phil Hosken, the marquee display began to take shape. Fortunately it hadn't been possible to bring one or two of the compressors into Camborne as, once the crowd started to arrive it kept coming and during the day some thousands of people went through the tent. A quick head count from a photo showed over 160 people, more than we could normally hope to get in one day at the Cornwall Centre. Barbara Tripp joined the team during the morning to lend a hand



over the busy lunch-time period. Following the steam parade in the afternoon things tailed off and we were able to start packing up heavy items for KEM to be there for the Sunday open day, and the curator was home in Penzance by about 9pm. The display cases and some of the display boards were returned by Kingsley on the Monday.

The following Friday saw myself, Kingsley and Phil with another van load of tent, books and display materials bound for Dartford for the first Trevithick Industrial Dartford celebration (see photograph above), to which we had been invited. Unfortunately the Puffing Devil was unable to attend owing to a breakage on Trevithick Day. The team was booked into the Royal Victoria and Bull Hotel, the very same place where Trevithick died in 1833. This listed hotel is somewhat idiosyncratic as it does not serve breakfasts or meals over the weekend; Trevithick died on a Monday.... The team was on site by about 8.30, setting up in bright sunshine. On the whole it was a successful event, although sales were low, a lot of people were given the message of Trevithick and high-pressure steam. We travelled back the following day, back at KEM for about 5pm.

The next event was the Launceston steam rally on May 25th and 26th. The team travelled up on the Sunday in two cars, setting up under gloomy skies. The weather did improve somewhat over the day but on Monday the rain fell, the wind blew and the mud formed. We beat a

hasty retreat in mid-afternoon; not a great success.

Camborne Town Council took the decision to have a marquee at the Royal Cornwall Show in June and invited Camborne-based organisations to participate. The Society, in conjunction with Camborne Trevithick Day and the Camborne Old Cornwall Society, staged a display of old pictures and artefacts. Three days dry weather attracted record numbers to the show, many of which visited the Camborne tent. Kingsley and I spent all three days at the Show.

As this was a special, possibly one-off, exhibition it required new material and work on this commenced a couple of weeks beforehand. Kingsley had taken the heavy equipment up on Tuesday June 4th to the Camborne marquee, the same size as that used on Trevithick Day (see photograph below) but this time shared with several Camborne-based groups. The Society had been given three times the space given to other groups because some were subsequently unable to attend and it was known that we could fill nearly any space we were given.

On Wednesday afternoon myself and Kingsley went up to Wadebridge in very damp and blustery conditions to locate the campsite that we would be occupying for the next three nights – we had decided that travelling back to Camborne and Penzance daily was just not possible.

After putting up the tents we drove to the show ground to sort out the exhibition. The marquee had been fitted out with wall-to-wall display boards, each with the name of the relevant organiser. Unfortunately, the floor which had been fitted followed the slope of the land, rather than being level, so after a while everyone developed a sailor's gait in order to walk around safely, if somewhat wobbly.

The campsite turned out to be less than desirable, particularly after the damp greeting. The nights were noisy because of people running generators to sample their home comforts and shouting and swearing from one particular group of campers went on into the wee small hours. There were some drawbacks during the show too, tea for up to £1.40 a cup and veggie pasties costing £2.90 which made us decide to use Tesco for the other two days' lunches. Still, once again we made friends and explained about ourselves and steam; the famous gold model of the Penydarren engine was the centrepiece of the display. Phil Hosken was available for most of the Saturday and Colin French also kept me company for an hour or so that day. Unfortunately we weren't on the Princess Royal's visiting list for Friday.

We will be at Bridgnorth in July for the bicentenary of Catch-Me-Who-Can; at Bude, Gurney Day, August 3rd; West of England Steam Engine Society Rally, August 15/16/17; and Dehwelans, Looe,

September 2nd.–7th. We are also planning an exhibition of photos of the Climax Rock Drill Works for October 9th, at the Wesley Centre in Camborne.

We always need extra hands for these events. If you would like to join our happy band of exhibitors please contact myself or Kingsley for a chat. No experience is required, all you need is some spare time and to be willing!

Pete Joseph



CORRIGENDA

In the last newsletter the date for Launceston Steam Fair was erroneously given as August 25/26th. This should have been May 25/26th. so you will have missed it! In 2009 it will be 24/25th. May. The Society pitch is already booked. Are you going to help?

K.J.T.R.

KEW BRIDGE

Many members will have visited Kew Bridge Steam Museum to view the five huge pumping engines originally installed to pump water for London. Kew Bridge reached another milestone on May 12th. when the Bull engine was officially opened. These engines named after their designer, Edward Bull operated on the Cornish principle but were inverted thus doing away with the heavy beam resulting in a more compact engine. Similar to Trevithick, Edward Bull suffered an injunction having infringed the Watt patent in developing his design. The Kew engine was built by Harvey & Co. of Hayle in 1856 and worked until 1944. This restoration has consumed over seven thousand man-hours culminating in Kew having the only working Bull engine and the world's largest example. For the technically minded it works at 40psi. and has a stroke of 10ft. and cylinder diameter of 70in. The pumps are 28in. diameter with a 10ft. stroke and deliver 236 gallons per stroke.

It was a pleasure to be present on such an historic occasion. It was nice to see a number of Society members in evidence and I had the pleasure of taking tea with past chairman Rodney Law.

The Trevithick Society congratulates the Kew Bridge Engines Trust on its completion of such an auspicious project.

K.J.T.R.

TREVITHICK TRAIL OPENS

The official opening of the Trevithick Trail following the route of the world's first steam propelled train in 1804 from Penydarren to Abercycon was opened on the 26th June. This was a part of the Trevithick 2004 Celebrations and details can be found at www.merthyr.gov.uk/Home/Leisure+and+Tourism

STEAM CAR CHALLENGE

The challenge to set a new record for the fastest steam-powered car, a record that has stood for over 100 years, continues apace. The steam car has been largely assembled and all fourteen boilers built and tested. There were some problems with the boiler insulation. The micro porous ceramic material sintered near the burner, necessitating additional thermal protection. This overcome, the first four boilers have been installed and tested in steam prior to the installation of the other eight, which leaves two spare.

The trolley and trailer are ready and the car loaded. The rigs are commissioned and are receiving hot zinc plating and yellow powder coating to protect them from the corrosive salt.

The project has become several weeks behind schedule, which is not surprising, given the amount of testing during the construction and commissioning phase. However, good progress continues to be made and dynamic testing of the car at Thorney is imminent and the shipping date fast approaching.

Bonneville awaits.
It should be a triumph!

John Dickinson,
118 Meadow Lane,
Coalville, Leics.,
LE67 4DP

OLD MINING PHOTOGRAPHS

John Robinson sent in the two superb old photographs showing his grandfather, Alfred Robinson (some of whose photographs illustrate John Corin's books about Newlyn), at East Pool and Dolcoath at the turn of last century.

At East Pool (below) he is with what looks like two experienced miners, one sitting on a barrel, with three youngsters behind.

The other photograph records another trip underground at Dolcoath on 18 November 1901, with two friends, Harold Geeson and Joey Hamilton. Judging from the state of their footwear and candles, the picture was taken before they went into the mine. John's grandfather is the figure standing on the right. Visible in the shed behind are an unopened coil of wire rope and a wooden ladder.

A.I.A. CONFERENCE 2010

The Association of Industrial Archaeology, of which the Society is a member, will be holding its annual conference in Cornwall in September 2010. The conference will be based at the Combined University of Cornwall campus at Tremough, Penryn. Delegates will be accommodated there as will the lectures. The Society has been asked to assist in organising the lectures and field trips and the Council has set up a sub-committee to liaise with the A.I.A. organisers.



EAST CORNWALL BRANCH

Following the Society's AGM held in Looe the East Cornwall Branch presents the following programme:

8th October

Life along the Lyhner, its lost quays and industries.

A talk by Jan Carpenter starting at 2030 in the Quay Sailing Club, St. Germans.

8th November

Steam at sea.

A talk on early maritime steam by Phil Hosken, starting at 2030 in the Quay Sailing Club St. Germans.

October-December

(Dates to be arranged),

Field trip, Survey and possible preservation work at North Wrey Mine

6th December

The Bude Canal.

A talk by Helen Harris 1300, The Bude Canal talk venue will be the Parish Centre Tavistock (beside the Bedford Hotel near the main square). A chance to combine a Society meeting with some pre-Christmas Gift shopping in Tavistock!

Directions to the Quay sailing Club: from the Trerulefoot roundabout take the road to Torpoint and turn off to St. Germans at Polbathic. Just before the railway bridge, at the corner, take the road right, past the phone box down Quay road. The sailing club is at the end of the road. There is limited parking at the Quay, or park safely on the straight section of road leading down to the quay.

John and Cheryl Manley are continuing to organise branch events and welcome any suggestions and offers of help by other members. Many thanks to all those who have already offered support, it is much appreciated.



TREVITHICK DAY

The twenty-fifth Camborne Trevithick Day was held on the 26th. April in glorious weather. To support the event the Society agreed to stage a much larger display than usual and the Trevithick Day Committee provided a marquee in the Town Council Office car park to accommodate it. Regular attendees will recall the Society tent and the Puffing devil are usually located in Basset Road. This proved very successful and the tent was very busy all day and with the Puffing Devil close by caused much interest. The display so impressed the Town Council the Society was asked to stage the display again in their marquee at the Royal Cornwall Show.

Thanks go to Phil. Hosken, Lincoln James, Pete Joseph, Barbara Tripp and George Wilson for manning the event.

THE PUFFING DEVIL

Trevithick Day started well, with the crew assembled in the car park of the Kerrier District Council Offices to steam up the engine. The coal this year was worse than ever. It gave off good heat, but burnt very quickly and emitted copious amounts of black smoke. We fully expected every fire alarm within a mile radius to be triggered as we raced to get sufficient steam pressure to join the line of traction engines entering the town ready to take up their show positions for the day. With minutes to spare the engine left KDC car park, and along Dolcoath road, where we joined the incoming traction engines and processed to the display area near the Society marquee.

The weather



was fantastic - sunny with a cool breeze. The crowds must have been record breaking and were certainly impressive when we took part in the afternoon parade of locomotives. An eventful journey!

Halfway round, at the bottom of Camborne Hill, we had to wait a quarter of an hour for the steam pressure to restore to operating levels. Meanwhile, the steam cars went ahead of us. Apparently, one



of them broke down, which delayed the proceedings further.

The Camborne Hill run started splendidly, however, at about half way up the steepest part, the engine suddenly lost an appreciable amount of power, and two of the crew jumped off and started pushing. This did the trick as the engine made it to the top of the hill, where we all paused, and the crowds cheered and clapped as the engine took a bow. A few minutes later we set off again for the final leg of the journey, but this time only made 50 yards when the engine broke down outside the Tyacks Hotel. The casting on the crosshead, which raises and lowers the bar that controls the valve timing, broke. All we could do was wait for the following traction engine to arrive with its tow bar, so it could unceremoniously shunt us the remainder of the journey. This done, and as we set off again, a child in the crowd was heard to say "Look mummy, the little engine is pulling the big one!"

En route one of the tools used for raking the firebox fell off. Given the thousands of people that lined the route, it is fortuitous that it landed at the feet of my father!

The crew consisted of John Woodward, Mark Rivron, Sean Oliver and Colin French.
CNF.



WEST CORNWALL PROGRAMME

Sadly, due to lack of volunteers to assist the Council the lecture and field trip programme has had to be suspended for the rest of this year. The one remaining date on the programme is the combined evening with the Carn Brea Mining Society at the Opie Building, Cornwall College on Tuesday, September 16th at 7pm. The subject will be "The Railways and Mines of the Bodmin District", an illustrated talk by Peter Davis.

Please keep an eye on future newsletters for further announcements.

FRIENDS OF MORWELLHAM PROGRAMME

Friday 5th September.

Tin mining on Dartmoor.
Dr Tom Greeves.

Friday 3rd October.

Arsenic: its production and use.
Kingsley Rickard.

Friday 7th November.

Metal Mines and Cornish Engines in South Australia.
Graham Spink.

The lectures are held in the Manganese Barn at 8pm. The Lecture Secretary is Helen Musk (01822 841022) but last minute enquiries to ensure speaker has not changed or state of tide or weather to Morwellham Centre on 01822 832766.

CALSTOCK FOOTPATH SOCIETY

Saturday 22nd November

Introducing Wheal Benny
A walk led by Stephen Docksey

Meet in the small car park at Lucket (SX389737) at 11am. Stout shoes or boots; bring packed lunch; under 5 miles at a leisurely pace; cost £2. 01822 834454.

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MEETINGS

West Cornwall branch meets at King Edward Mine at 7.00pm.

East Cornwall branch meets at The Quay Sailing Club, St Germans.

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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