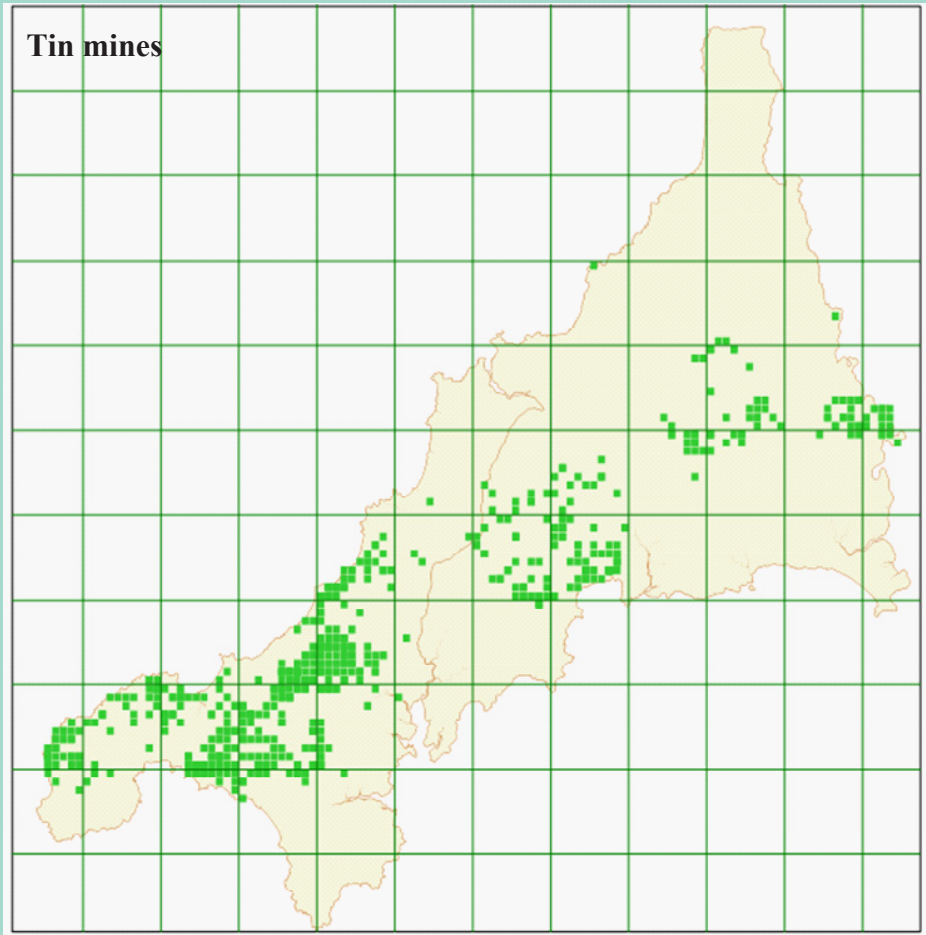




# THE TREVITHICK SOCIETY

**KOWETHAS TREVITHICK**

NEWSLETTER 166 WINTER 2014



Mapping the distribution of former underground tin-producing mines in Cornwall.

## CHAIRMAN'S ADDRESS

I don't suppose it ever occurred to that band of conscientious preservers of Cornwall's industrial history back in 1935 that, 80 years hence, you would be reading the newsletter of the Trevithick Society. Their noble objective was to save the magnificent engines that had been designed, built and operated in Cornwall, for an unknown future. As Jack Trounson and his team haggled with an unknown scrap man they were beginning a movement that would encourage the study and preservation of Cornwall's industrial heritage for generations to come.

Now, as we look forward to a year of celebration we thank the men whose initiative has done so much for Cornwall. Somehow they charmed those who sought metal for WW2 munitions by explaining how important these steam engines would be to the war effort in the event of electricity failures. As a result the engines survived a war in which much of their ancillary equipment was taken for scrap.

Their work and that undertaken by their successors has preserved the unique Cornish landscape with its pillars to an industrial past that many find hard to comprehend in modern times. It provided the grounds for a successful application to UNESCO for World Heritage Status and formed the basis for interest from young and old that could so easily have waned if Cornwall's engine houses, the altars to its former endeavour, had been allowed to crumble away.

Now we must look to the future. We have many opportunities but things will not come easily. We must encourage those who will follow us. It will become increasingly difficult to explain our heritage using the methods to which we have become accustomed. In order that our past has a future we must continue to expose our heritage to the digital age.

**Philip M Hosken**

## EDITORIAL



For those of you not on email, the image on the left was created by our Webmaster, Sean Croft and sent out to wish members and associates a wonderful festive season.

There is no news about the Puffing Devil in this issue, as it is enjoying its winter break. Preparations for the 2015 season will soon be under way.

**Colin French**



**Established 1935**

**Copy date for next newsletter: March 15th 2015**

## LETTERS TO THE EDITOR

Dear Editor,

The President, Committee and Membership of the Federation of Old Cornwall Societies, offer our warmest congratulations to the Trevithick Society, in this their 80th Anniversary Year. Your contribution to the conservation, preservation and determination to keep alive the history of the utilisation of High Pressure Steam Engineering and in Motive Power has been invaluable to our joint interests. Congratulations.

**Duncan Pal Matthews**  
(Liskeard)

## 80TH ANNIVERSARY

This year we commemorate the 80th anniversary of the Cornish Engines Preservation Committee. It was soon to become a Society and then re-named in 1970, The Trevithick Society.

Good fortune has decreed that 2015 is also the 75th anniversary of the Holman-Climax Male Voice Choir. This means that we can bring together the three most important names in Camborne's history, Holman, Climax and Trevithick. If there was ever an opportunity to stir the communal vibes in Camborne this must be it!

As we go to press we are holding meetings to organise a social evening at Camborne Science & International Academy on the evening of the 13th March. The objects of this evening of music, song and entertainment is to share the history of those three important names with the people of Camborne and, hopefully, engage them in the activities of the two organisations. Follow the Society's web and Facebook pages for details. We are also making plans for a festive evening on Trevithick Day; again, follow the digital pages.

For those who are interested, 2015 is the Year of the Goat in the Chinese Zodiac and we share our 80th birthday with Dame Judi Dench, would have done with Elvis Presley, the Reliant 3-wheel motor van, the Monopoly board game, 20th Century Fox, the Automobile Association, Alcoholics Anonymous and Y-Front underpants. The first 'Cat's eyes' appeared on the road, the driving test became compulsory and the first Hawker Hunter flew.

**P.M.H.**

## CORNISH BUILDINGS GROUP

We hear that the Cornish Buildings Group has a new programme for 2015. Their scheme aims to promote projects for recently completed or renovated buildings that make a significant contribution to improving the built environment in Cornwall, while achieving a satisfactory solution to the aims and objectives of the client and their architect or designer. Full details from Patrick Newberry at [cbgawards@gmail.com](mailto:cbgawards@gmail.com)

**P.M.H.**

## ADVANCE NOTICE

*D. T.R.G.*

To mark its 25th anniversary, the Dartmoor Tinworking Research Group is holding a conference under the title of 'A Celebration of the Tinworking Landscape of Dartmoor in its European Context - Prehistory to the 20th Century' at Tavistock, Devon 6-11 May 2016 (yes, 2016!). For further details see:

[www.dtrg.org.uk](http://www.dtrg.org.uk)

or contact Dr Tom Greeves at:

[tomgreeves@btconnect.com](mailto:tomgreeves@btconnect.com).

## C.I.O. STATUS

Accompanying this newsletter is the latest copy of the Society's constitution. It has been composed from the suggested constitution provided by the Charity Commissioners with modifications to suit our requirements. These changes were then examined by the Commissioners and they recommended various adjustments. It's fair to say that their proposals did not materially alter what we would like to see in the constitution or change our intentions.

The Council decided that we should seek CIO status and put it to the membership at the AGM in May last year; those who attended the meeting agreed. We also sought professional advice and circulated our intentions throughout the membership. So, what have we done and what difference will it make?

A CIO is a Charitable Incorporated Organisation. Those bodies seeking such status have to apply, or re-apply as was our case, for registration as a charity. We had to declare our objectives, the previous ones required adjustment for some reason, show we had sought the advice of various professionals, obtain approval at an AGM and the signatures, backgrounds and other responsibilities of all intending trustees. We had to state why we wished to be considered for incorporation and what we intended to do in the future.

The domestic reasons for this go back several years. Soon after we first started trading by selling publications some Council members became uncomfortable about the Society entering business and facing all the financial pitfalls that can be involved. The advice we received was that our activities and turnover were so minimal and our methods of trading so worthy that we had nothing to fear. Nevertheless, the worried Council members stuck to their guns and Stephen Thomas, our treasurer at the time, formed Trevithick Trading Limited, a limited liability company designed to carry on the sale of publications.

The Council showed equal nervousness when the building of the Puffing Devil replica was proposed. The

outcome was the creation of another company, called Cornish Steam & Engineering Ltd.\*, designed to carry out all the functions necessary to achieve the 2001 replica. The administration of both these companies is separate from the Society but the Council can dismiss directors if it feels they are acting improperly.

Some Registered Charities have also sought limited liability status from Companies House. While this provides protection to their trustees it does mean that they have to make separate annual returns to both the Charity Commissioners and Companies House.

The outcome, advised by the Charity Commissioners on 16th December 2104, meant that we could trade with the advantages of a limited liability company within our charitable status. However, following the work done by Chris Coombes and Jerry Rogers, our former and current treasurers, to maintain separate figures and stocks between the two accounts, we decided to retain the trading company in order to control the commercial aspects of our activities separately from our responsibilities to the membership.

The Charity Commissioners are willing to grant the trustees of charities registered as CIOs limited liability protection, usually £1.00 each in the event of any financial failure. This, of course, does not cover the trustees for illegal or nefarious acts and our constitution clearly outlines how the trustees should behave.

We receive regular updates from the Charity Commissioners that define their actions against bodies that have abused their charitable status for the financial or other benefit of their trustees.

Our new Charity Registration number is 1,159,639 and we will try to answer any questions about the constitution that members may have but, after the months of negotiation with the commissioners it's unlikely that we will propose any alterations! Alternatively, an examination of the Charity Commissioners website might provide the answers.

**P.M.H.**

\* Now dormant

## MEMBERS' INTERESTS

We'd all like to know a little about our readership. While we send you details of what's happening in and around the Trevithick Society's home base we hear very little about what our members are doing elsewhere. For example, Roger Moss is a member of this and the Northern Mines Research Society but he leads another, exciting life.

As an engineer with a love of motorcycles he has devoted much of his life to preserving, maintaining and racing the unique Scott water-cooled, two-stroke twins. The supply of parts for these distinctive machines has dwindled over the years but his facilities enable him to build complete engines and running gear.

His love of Cornish mines and their associates led him to make a video about Jack Trounson called 'Trounson Remembers and Future mining prospects in Cornwall'. If you'd like to see Roger on video, enjoy his humour and listen to an



Roger racing

incredible Scott, it's well worth the trouble keying in the following web address,

<http://www.youtube.com/watch?v=8e9LQqaoMLI>

Find out more about Roger and a remarkable hobby that's become an occupation, go to <http://www.mossengineering.co.uk>, you'll be impressed and I know you'll enjoy it.

**P.M.H.**



Roger working at his lathe

## LEVANT REPORT

We are open for visitors every Friday during the winter season although the engine is not steaming at present as the maintenance schedule has now started. Various minor steam leaks have appeared on the inlet steam pipework during the running season and as all the gaskets are very brittle, it has been decided to strip all the pipework down to replace them. This will also give a rare chance for 'Bureau Veritas' to carry out an internal inspection of the pipe work. This is the company that does our annual boiler inspection, and also the testing of our compressor, receiver and all of our lifting gear.

An extensive list of other maintenance has been drawn up and we are lucky to have volunteers that are prepared to lend their expertise. Some of the jobs they will be doing is to strip the pressure reduction valve and install the maintenance kit, service the screw compressor, strengthen the engine house floor under the brake wheel and refurbish the operating linkage for the condenser dump valve.

The fully working Jig has now been constructed after many months of labour using original drawings. Thanks to George Blenkhorn and Joe Baker for their endeavours.

It appears that the Hayle Harbour project is going nowhere with respect to constructing an engine house to accommodate the Goonvean pumping engine. This is currently in storage on site at the old Goonvean and Restowrack China Clay Works, and we will now be taking steps to try and secure the engine for installation adjacent to the Whim at Levant. There will be lots of work needed to secure funds for this project and to obtain the various planning consents.

We hope to have the Whim engine back in steam and open to the public for the half term week in February.

**Ron Flaxman**

## JAPANESE CONNECTION

Following the contribution made to the development of the Japanese railway system made by Richard Trevithick's grandsons in the C19th and the publicity associated with the creation of a gold-plated electronic replica model of RT's 1804 Penydarren locomotive by the Koowa Corporation in recent years, we have received a number of visits from Japanese gentlemen undertaking research in Cornwall. These have been reported in this newsletter.

We have recently heard from Captain Keizo Kitagawa, Defence Attaché at the Embassy of Japan in London who writes, 'Richard Trevithick is famous among rail fans in Japan and I am looking forward to explore him and Cornwall next year [2015].'

**P.M.H.**

## TREVITHICK IN SOUTH AMERICA

Adam Wheeler, a mining engineer who lives near Redruth and travels the world, has kindly delivered a note concerning our quest to discover more about the activities of Don Ricardo Trevithick to Martin Mount in Peru. Some of you will remember Martin as the Geologist at Geevor before it closed. He is married to a Peruvian and has now retired in Cerro de Pasco.

Martin wrote to say that he had worked at Cerro de Pasco and was well aware of Trevithick's activities. Apart from Francis Trevithick's book about his father, Martin says he has not seen any written records from the early C19th; the mine records at Cerro de Pasco start about a century later.

He saw an antique map some time ago that showed the sites of three early mine engine houses. He assumed that they were the ones that were created for Trevithick's engines but now the area

is an open pit. He also saw a date stone inscribed 18— in a nearby pile of rubble but when he went back a few days later it had disappeared.

Martin refers to the extensive library in Lima and a friend of his who deals in antique books and maps. He also says he will seek information in a publication by the Institute Nacional del Cultura - *Historia del "Pueblo Martir" de Peru*, Vol 1 – 16th to 19th Centuries by C. Perez Arauco (1996).

Trevithick's activities in South America and the design of the engines he used are very much a mystery to us. We have Francis Trevithick's account but he had little opportunity to research what his father did and we know that some of the stories in his 'Life of Richard Trevithick ...' owe much to his imagination. Martin will join Ian Newman and Nick Neal in researching in South America while Roger Harris continues to do the ground work in the UK. Anyone else with any material or links to this fascinating bit of history is invited to contact me.

We are very fortunate to have three competent researchers in South America seeking Trevithick history. One of them, Nick Neal, has a web site, <http://nicknealuseche.wix.com/nick> that records a number of his achievements, how he has made his life fulfilling and his offer to help others. We are luck to have someone like Nick who combines engineering, Trevithick and human interests in a willingness to help and share with others.

**P.M.H.**



**NEVER OUT OF PRINT**

# GENIUS

RICHARD TREVITHICK'S STEAM ENGINES  
BY PHILIP HOSKEN



Having long sold out of the second printing of *Genius, Richard Trevithick's Steam Engines*, a book that explains the devious reasons behind the inventor's obscurity, I have discovered that it is still obtainable on the Amazon website. Take no notice of their assertion that only two copies are available, they print them individually on demand when you order.

While looking through Amazon's books under the Trevithick heading you might, come across Cornish author Rosen Trevithick who has had over a quarter a million books published, with titles as diverse as *Mr Splendiferous and the Troublesome Trolls*, *Lipstick & Knickers* and *My Grannie Writes Erotica*. Rosen grew up in Restrouguet Creek, studied Experimental Psychology at Oxford and now lives in Falmouth. Members may enjoy having some titles under the authorship of a Trevithick on their bookshelves. Available in various formats you can enjoy Trevithick reading at [www.rosentrevithick.co.uk](http://www.rosentrevithick.co.uk).

**P.M.H.**

## VISIT TO NATIONAL RAILWAY MUSEUM

We frequently receive comments from members about what they see as poor treatment of Richard Trevithick's contribution to the development of the universal railway by the National Railway Museum in York. They point out that a visitor to the museum is not advised of Capt'n Dick's achievement and is unlikely to see any sign of him as they wander about. I thought the only thing to do was to call in and discuss the matter with the powers that be in the museum. So, on a return railway journey from Edinburgh I dropped in at Leeman Road for a couple of days.

I wandered about the museum on the Sunday, aren't the locomotives BIG, especially those from the Far East. I examined the cutaway replica of the 'Rocket' and noted one of Stephenson's claims of designing major advances in steam propulsion was the blast pipe that improved the combustion in the furnace. No mention that Trevithick was recorded as having achieved that 25 years previously.

I had a thoroughly interesting conversation with William Brown a teacher and author who had written about LNER 10000 and a Mr Howard from Helston. We talked about Trevithick.

Having previously ascertained from the Head Curator, Andrew McLean, that there were plans afoot of the rearrangement and refurbishment of the Great Hall, I met John McGoldrick, Curator of Railways, the following morning. He explained a number of things to me and mentioned that he had recently attended a series of railway lectures that included one that included a reference to the contribution made to the Japanese railway system by British army officers. Maybe that was by prisoners in WW2 rather than the Trevithick brothers.

I then had a coffee with Bob Gwynne, Associate Curator of Rail Vehicles, whom I had not met since Kingsley and I attended the Rail 200 event ten years earlier. He well remembered how the Puffing Devil had been difficult to steer and had sunk into the asphalt covered drainage system. He confirmed that the work of Trevithick was acknowledged as an important feature of early railway development and the museum would be undertaking changes to explain who he was. He mentioned that the museum possessed a model of Trevithick's locomotive. I found this to be a rather doubtful replica hidden at the back of cabinet behind other models.

He also explained that any alterations in the Great Hall were not







Some repairs are needed

imminent. They depended upon decisions being made concerning the possible integration of a 'pear shaped' outside area into the covered display. There was also a move to improve visual involvement in the Great Hall by increasing the displays between the locomotives. This, he thought, would provide excellent opportunities to move the statue of Trevithick, which is currently one of over 8,000 items in the warehouse, to a more prominent position. However, all these changes would involve some time in the planning stages followed by inevitable delays whilst funding was sought.

I discovered that neither the cafeteria nor the bookshop in the NRM was operated by the museum but, with thoughts of reprinting books on Trevithick, I sought information from the book sellers. That will be something I shall have to follow up at a later date.

I left with the feeling that Trevithick's place in railway history was becoming increasingly appreciated by the fans of steam development as well as those who will be responsible for future displays in the NRM. However, I also felt it would be some time before a display equivalent to Trevithick's contribution to railway history stands in the Great Hall at

the National Railway Museum at York. I'll keep in touch with the friends I made at York and suggest that members who visit the museum might like to call on them, too.

**P.M.H.**

## JOURNAL INDEX

A new Index to the Journal of the Trevithick Society has now been produced. This covers all published issues of the Journal from No. 1 (1973) to No. 41 (2014). The Index has been placed on the Society website as a free download.

Members, without internet access or printing capability, can be supplied with a hard copy of the Index on application to the Journal Editor.

**Graham Thorne**

## HIGHWAY CODE?

A short while ago I was driving down a very narrow Cornish country lane and could not help noticing that an extraordinary amount of small branches, twigs leaves and detritus was strewn across the tarmac and obviously very recently deposited. Ere long I caught up a very large articulated lorry which was hedge bashing its way down this narrow thoroughfare. It was not possible to see the side of the truck so its owner remains unknown but displayed proudly across the rear end was the strapline "The first name in plant care"!

**K.J.T.R.**

## FACEBOOK

Do you follow us on Facebook? We post activities and past events on Facebook and our website, [www.trevithick-society.org.uk](http://www.trevithick-society.org.uk). We have several hundred followers in this modern media and invite you to have a look.

## THE REDRUTH & CHASEWATER RAILWAY

In September 2015, it will be 100 years since the last year train ran on the Redruth and Chasewater Railway into Devoran. Devoran Village Hall management Committee together with Devoran Community Association are planning a weekend of events and activities are to mark this anniversary.

If you have memories or photos of past events and activities in Devoran Village Hall over the last 100 years you are invited to share them. Also, if you wish to be advised of events and dates or to be involved in any way please contact Ann Cunningham at devoranvh@live.co.uk.

**P.M.H.**

## GEOFFREY ORDISH

H. Geoffrey Ordish, who took numerous photographs of Cornish mines in the twenties and thirties, many of which were published by this Society a couple of years ago, was a keen owner of a trusty Scott Flying Squirrel that he used for his trips to Cornwall.

Ordish was a colleague of A K Hamilton Jenkin and a chemistry master at Bryanston School where he taught Frederick Sanger, the double Nobel Laureate for his work on DNA.

**P.M.H.**



**Seen in Camborne.**

Recently spotted in Camborne was a baker's van with a notice on the rear doors which read "No pasties kept in this vehicle overnight"

**Seen in a local newspaper.**

For Sale:- Wheelbarrow, needs wheel and missing one handle, apart from that it is OK. Re-advertised due to time-waster. £10

**K.J.T.R.**

## KING EDWARD MINE

King Edward can now confirm that a second HLF grant has been passed and this money will enable much needed repairs and developments to be achieved. Amongst the projects is the conversion of the Assay Office to a café. The existing building will be refurbished and a similar sized building added to the west side to provide a view for diners of the archaeological site and dig on the adjacent stamps boilerhouse. The stamps enginehouse will also have some conservation attention. The mill roof will be replaced as will the boilerhouse next door. This particular roof is of scantle slate which has already slipped and is likely to continue its downward journey unless action is taken. Within the boilerhouse will be new introductory displays to set the scene at the start of the visitor experience.

At the north end of the site the couthouse block continues to be refurbished by the contractors. This is being done under the first HLF grant and concerns the buildings that are not under the control of KEM Ltd. It has now become apparent that the original couthouse was enlarged at the rear and the original roof was burnt out and it would appear the building is older than at first thought. The adjacent building on the east side, the original blacksmiths shop, was erected after the couthouse. Recently the contractors removed the internal render in the blacksmiths revealing an eight feet high doorway in the couthouse wall which had been blocked up. The blacksmiths had also, like the couthouse, been extended at the rear at some time.

The archaeological dig continues at the stamps boilerhouse but the unfortunate aspect of this that due to dumping on site we calculate we have to move about three hundred and sixty tonnes of overburden. Anyone with a shovel, preferably a large one, will be very welcome!

The external east and south walls of the shop are being painted thanks to the

attentions of Roger Kellow and member Phil Porter in readiness for the 2015 season.

In the car park the old Cornish pattern boiler is being given a coat of bitumen prior to its removal to the shop yard here it will be on display very appropriately opposite the boilerhouse.

The grounds crew continue to clear overgrowth, an ongoing battle. Currently their efforts are concentrated at the Fortescue's end of the site. Alan Bingley is busy exercising his skills in Cornish hedge building alongside the archaeological dig. The quality of his work is excellent and will complement the dig site.

**K.J.T.R.**

## 2015 AGM

Preparations are well underway for the Society AGM. The following gives a flavour of what is planned.

### **Friday 15th May.**

Levant Mine pm.

Evening Lecture to be confirmed.

### **Saturday 16th May.**

AM Field Trip West Basset Stamps.

PM Marriott's shaft and Wheal Grenville. Lunch would be for participants to arrange for themselves with The Countryman at Piece being a recommended venue.

The AGM will be at King Edward Mine and the Dinner should be held at a suitable venue in Camborne.

### **Sunday 17th May.**

AM Visit to KEM. Tours of Mill, Museum and archaeological dig would be on offer. Allen Buckley's new book on *Basset Mines* would also be launched and on sale.

PM Visit to Moseley Industrial Narrow Gauge Tramway and Museum.

Tour Notes have been prepared and these will be available for the modest charge of £3.00 to help cover costs.

## THE EXTENT OF MINING IN CORNWALL

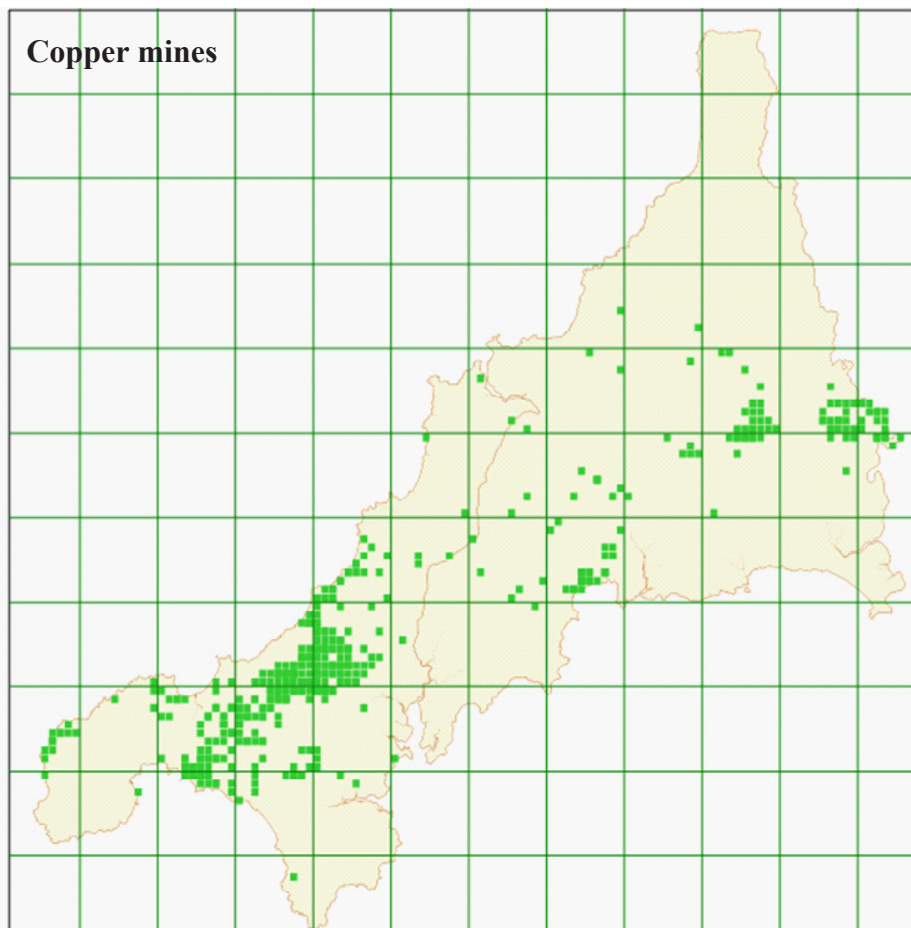
A number of years ago, Norman Tarry sent the Society two spreadsheets he had compiled concerning extractive industries. One is entitled *Mining - Welsh Slate Mine* and the other *Southwest Mining - Mining Site Location*. The latter contains details of mines in Cornwall, Devon and Somerset and tabulates basic details concerning well over 1000 mines; namely mine name, location, grid reference (where known) and metals/minerals extracted.

As an exercise I thought it would

be interesting to use the data in Norman's *Southwest Mining - Mining Site Location* spreadsheet to map the extent of the Cornish mines for some of the metals/minerals they produced, at the 1km square scale.

Whilst the total number of mines that have ever worked in Cornwall far exceeds those in Norman's spreadsheet, the maps do provide a pretty good appreciation of the extensive area of land that has been directly affected by underground mining.

However, because the mining landscape is much larger than the underground mine setts, the maps do

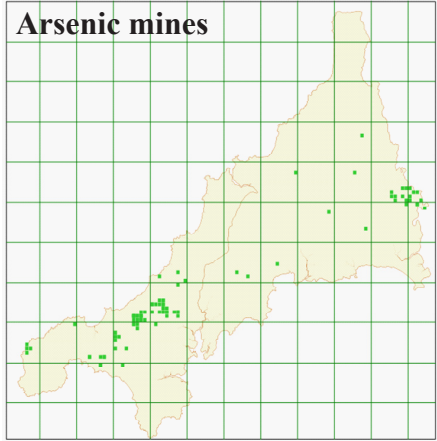


not show the extensive areas that were streamered for tin, in the centuries before underground mining became predominant (such as on Bodmin Moor and the Penwith Moors), nor does it show the river valleys downstream of the underground mines that were streamered for the tin that escaped downstream from the mineral processing plants, such as the Carnon valley and the red rivers that reached the sea at Godrevy and Portreath.

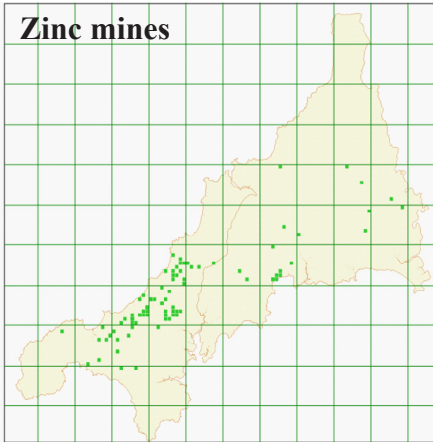
In recent years Norman has written helpful articles about IA attractions throughout Britain for this newsletter.

CNF.

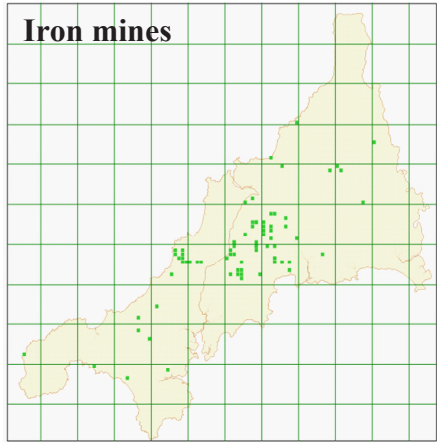
### **Arsenic mines**



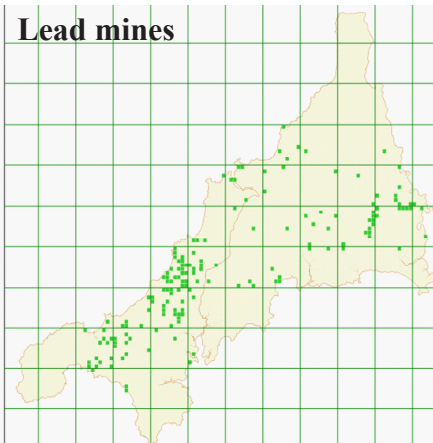
### **Zinc mines**



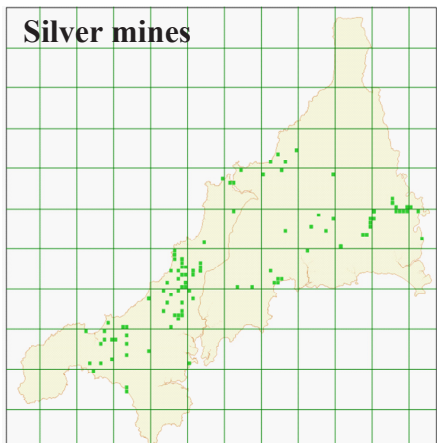
### **Iron mines**



### **Lead mines**



### **Silver mines**



## OBITUARIES

### Martin Carr

Martin Johnstone D'Argaville Carr, whose service on the Council of the Society was much valued by his colleagues there, died on 28th November 2014. His death was unexpected but he had for some time been suffering from incurable pulmonary fibrosis.

Martin hailed from Penzance where his father Rex Carr ran the St Erbyn's Preparatory School. Rex was also Secretary of Penzance RFC and oversaw its amalgamation with the 'warring' Newlyn club to form the 'Pirates' in 1946. Martin always felt that what his father achieved there "by quiet diplomacy and a bit of imagination" could be a good basis for similar co-operative developments in heritage and engineering.

Although his main background was in music and the arts, he had a deep interest in Cornwall's former industries and their heritage. This led him to offer his services to the Society. He was a man with a great breadth of knowledge with whom any discussion was always full of interest and value. His contributions to the Society, particularly as a member of Council, were thoughtful and measured; they continued almost up to his death even when he was no longer able to travel to meetings in person. His emails were guaranteed to form a valuable contribution to our debates. Outside the Society he will also be remembered for his work as a consultant to the Hall for Cornwall project. Before going into consultancy, he was the Technical Director of the Royal Ballet.

At a time when the Trevithick Society, in common with much of the voluntary sector, is desperately short of willing talent, the loss of one as unstinting with his time and views as Martin is a sad blow. The Society has extended its sympathy on their loss to his partner, Margaret, and sons, Gavin and Paul.

**Graham Thorne**

### Charles Thurlow

We are sorry to report the passing of Charles Thurlow on December 18th, aged 78. Charles served on the Management Council for some years and was also chairman of the East Cornwall Branch.

He was diagnosed with dementia in 2012 and recently had been in a carehome. After his education he was called up for National Service which was spent in the Duke of Cornwall's Light Infantry. On demob he enrolled at the Camborne School of Mines and, after qualifying, joined E.C.L.P. now Imerys Minerals, as a mining engineer. He took early retirement from Imerys and set up the publishing company Cornish Hillside Publications specialising in industrial archaeology and local history. He was also in demand as a local tour guide and lectured on the china clay industry and associated subjects. The Society offers its condolences to his family.

**K.J.T.R.**

## JOURNAL

With your last newsletter you will have received the 2014 Journal, number 41. Due to a typographical error the wrong date appears on the cover although the title page is correct. Enclosed with this newsletter is a sticker for you to cover the erroneous date.

For members who appreciate the minutiae of life you may be interested that the total weight of journals plus newsletters despatched last time was 137kg. or just a navy-gravy\* short of two and threequarter hundredweight and that was after we had hand delivered many of the local ones.

• Navy-gravy. Cornish dialect term for a miniscule amount

**K.J.T.R.**

## SOCIETY MEETINGS

### Society Programme

The West Cornwall Branch meets at King Edward Mine (KEM) at 7.30pm on the 2nd Friday of the month.

The East Cornwall Branch (ECB) meets at the Public Rooms at Liskeard and start at 7.30pm, unless stated otherwise.

#### Friday 13th February (KEM)

To be confirmed. Hopefully this will be a meeting on mining social history.

#### Tuesday 17th February (ECB)

*The Road to Messines - Underground Warfare on the Western Front 1915-1917.* A talk by the author Rick Stewart on World War 1 tunnels and trenches.

#### Tuesday 17th March (ECB)

*Arsenic - its production and use.* A talk by Kingsley Rickard on this fascinating mineral.

#### Tuesday 14th April (ECB)

*The Cornish Connection - The shipping trade between Cornwall and South Wales.* A talk by Dr. Tregidga of the Cornish Studies institute, Exeter University.

#### June (ECB)

Talk, details to be confirmed.

#### Saturday 18th July (ECB)

*An Exploration of The Northern Quarries of Kit Hill.* A walk by Steve Docksey. Meet at the northern incline car park SX375724 - bring a pack lunch. 11am.

**September (ECB)** Date to be confirmed  
*Visit to Hemerdon Mine.*

### Contacts

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For up-to-date news follow us at:  
<http://teammanley-ts.blogspot.com>

**Non members are welcome to all talks.**

## MEMBERS' BENEFITS

Trevithick Society members are entitled to free entry (on production of the membership card) to the following attractions:

- King Edward Mine
- Cornish Engines at Pool (East Pool Mine and Michell's Whim)
- Levant
- Geevor Museum

Also:

Members are invited to visit Poldark Mine free of charge on production of a valid membership card.

10% off book purchases at Tormark.

20% off purchases at KEM shop.

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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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