



THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK

NEWSLETTER 175 SPRING 2017



Sustaining Crofton Beam Engines - readying the beam engines for their third century.

Reg. Charity
No. 1,159,639

CHAIRMAN'S PIECE

A NEW HOPE

Constantly drip fed a diet (courtesy of the advent of 24 hour rolling news headlines) of the latest sensations and revelations from Westminster, Washington and Brussels, your average Jack or Jill may well be forgiven for failing to grasp the potential significance of recent developments closer to home:

Firstly, the news that the "Wave Hub", which, since its installation has been lying idle off the North Coast of Cornwall, is now set to trial one of the most ambitious wave energy projects the world has seen to date. The decision to trial in Cornwall by American company G-wave has, we are told, been influenced by the fact that "Wave Hub" is the world's largest and most technically advanced test facility of its type, backed by world class staff and expertise.

Hot on the heels of the "Wave Hub" announcement came the news that newly formed Cornish Lithium Ltd., in conjunction with Canadian mineral exploration specialists Strongbow Exploration, are currently engaged in determining the viability of lithium extraction at former hard rock mine sites in the Camborne/ Redruth/St Day area; Lithium, sometimes referred to as "White Petroleum" is the must have element of the 21st century, with applications ranging from low cost, low impact, battery technology to power everything from watches and mobile phones, to power tools and electric cars, as well as specialist lubricants and pharmaceuticals.

At first glance, the only thing that these two projects would appear to have in common is geography, dig a little deeper though:

Both are based on the exploitation of naturally occurring phenomenon that have been known about for years, but have, up until recently, lacked both application and the viable technological means to harness them. Both have the potential to contribute significantly to the reduction of the nation's reliance on fossil fuel (and thus the reduction of our carbon footprint). Both have the potential to fuel the next Industrial Revolution, and both have the potential to, again, bring opportunity and prosperity to Cornwall.

Doubtless, the Doom Mongers, NIMBYS and sceptics will all be hoping and praying that: "it will all come to nowt", and maybe they will be proved right, but to my mind there is something about these Hi Tech entrepreneurs that echo the drive and determination of the mine adventurers of yesteryear. And though our landscape and culture remain (for the most part) ageless, I can't help but reflect on the fact, that our industrial heritage would appear to be as much about where we are going, as to where we have been.

Brian Jones

Copy date for next newsletter:

May 30th 2017



Established 1935

BRYAN EARL



We were all extremely sad to hear of the death of our dear friend Bryan Earl, President of the Trevithick Society. It is no exaggeration to say that Bryan is irreplaceable. His unrivalled knowledge on so many subjects, his cheerful willingness to share what he knew with others, his constant good humour and his amazing enthusiasm for all things mining will be sorely missed.

Bryan was born in Edinburgh on 14th August 1926 and due to periods of ill health was educated by private tutors. When he was called up for National Service he became a Bevan Boy and was sent to work in the coal mines at Chislet, in Kent, and in County Durham. When his National Service was ended, he enrolled at the Camborne School of Mines, where he gained an ACSM. When he left there in the early 1950s he was recruited by ICI, and went to work at their Alfred Nobel division in Glasgow. He soon progressed to the highly dangerous, but (he said) fascinating job of an explosives 'trouble shooter', which required him to travel at a moment's notice to any mining field in the world to sort out problems where an explosive 'round' had frozen. This dangerous job reduced the original seven 'trouble shooters' to one – Bryan – the rest had been killed by premature explosions. He subsequently became a freelance mining consultant and was involved in much mining exploration in West Cornwall.

Bryan was also famous for the many books and articles he had written on mining and metallurgy. His two volumes of

Cornish Mining remain important and his book on Cornish Explosives is a classic. He also wrote *The Cornish Arsenic Industry*, and an up-dated and expanded book on the subject is completed in manuscript.

Bryan first became interested in Cornish mining when, as a twelve year old, he met Bill Sevier, the manager at Geevor, at Lelant. His fascination for the subject remained undiminished throughout his life.

When he was in his forties, he met Gillian, who was an organist at Winchester Cathedral, and when they were married in 1970, it was in that ancient Cathedral that the ceremony took place. The happy couple then moved to Sennen, and lived in Heathercliffe at Sunny Corner.

When Bryan's son, Douglas, expressed an interest in flying, Bryan, who was then sixty, bought a plane and learned to fly, so that he could teach Douglas. Bryan loved to take those of us who shared his enthusiasm for mining archaeology in his plane, to photograph the many fascinating mine sites in Cornwall. One site, where Bryan and I spent many months working, with Professor Ronnie Tylecote, was at Crift, Lanlivery, the farm of Eric Higgs, who became a great friend. Bryan flew over the site to take photographs, and frightened the life out of me, by banking over a couple of hundred feet and appearing to scrape the hillside. We were visited at Crift by academics from America and Turkey, who invited us to look at ancient mine site in Turkey. Bryan was able to go a couple of times and was full of enthusiasm at what he found there.

Some of the best memories of Bryan were from when we went to NAHMO conferences in Matlock, Ironbridge, The Forest of Dean, and Keele University. We had so much fun and spent most of the time laughing at the assertions made by some of the so-called mining experts.

I am sure that all our members will feel the loss of Bryan, and will join in extending our heartfelt condolences to Gillian, Douglas and the rest of his family.

Allen Buckley

CROFTON BEAM ENGINES

Many members of the Trevithick Society will be familiar with Crofton Pumping station on the Kennet and Avon Canal, which was built in 1807-9 to supply water to the summit level of the Canal which links London and Bristol.

An amazing survivor, it houses 2 Cornish cycle Beam Engines, preserved in full working order and regularly steamed during the summer months.

The No 1 engine, built by Boulton and Watt in 1812 and rebuilt as a Cornish engine by Harvey & Co of Hayle in 1843, is the oldest beam engine in the world still in its original setting and capable of carrying out its original job. It is one of the few surviving engines of this or earlier date, most of which are now housed in museums and static rather than working.

The No 2 engine, built by Harvey & Co in 1846 as a Sims Combined engine and rebuilt as a conventional Cornish engine in 1905, is one of the few remaining Cornish engines capable of running under

steam. Like the Boulton and Watt engine, it still runs under its full working load.

On steaming days, the electric pumps which now supply the summit level of the canal, are turned off and the Crofton engines take over.

After WW2, the Canal had become derelict, and its resurrection from the 1950s was one of the great triumphs of the volunteer movement. Crofton Pumping Station was purchased for preservation by the Kennet and Avon Canal Trust in 1968, and within a few years the station has been restored and the engines back in operation.

Since then, Crofton Beam Engines have been kept in working order for nearly 50 years by teams of dedicated volunteers, who have passed on to new generations the skills needed to run them.

However, now Crofton has structural problems which needs more work than our volunteers alone can provide, and which put the buildings and engines at risk. If these are not addressed the buildings will deteriorate further, the historic engines which they house and





support will then be unable to operate and will also deteriorate.

The Boiler House roof is leaking and its roof lantern is in a poor state; damp penetration has caused rotting at the ends of some of the structural beams seated in the external walls. These beams support engine components and thus the building is an integral part of the engines so any deterioration will affect their operation.

Finally, there is significant amount of asbestos present in the buildings which needs to be assessed and, when necessary, removed.

To sustain Crofton into its third century, the Kennet & Avon Canal Trust have developed 'Our Crofton Story' a project which will assure the future of Crofton only by carrying out essential conservation work,

but also by improving visitor facilities and implementing a programme of interpretation and activities to engage new and more diverse audiences with a particular focus on young people. The project will also capture the memories of those who worked at and restored Crofton in a new recorded archive.

It is only by attracting new



audiences that we can engage younger generations, interest them in the story of the Kennet & Avon Canal and the engineering that made it possible, and enthuse our next generation of volunteers.

This project has a total cost of around £750,000, and we are working on a bid to the Heritage Lottery Fund for their support. The HLF have clearly defined outcomes for people, heritage and communities. Therefore any project seeking funding from them has to clearly demonstrate that these outcomes will be met, and show that the project will be sustainable over the next 5-10 years.

To meet this challenge we have had to refocus and adapt from being a purely engineering heritage site, and brought into the Crofton fold new volunteers with expertise in business planning education, interpretation and management, and employed a museum professional with educational expertise as the Crofton Site Manager.

A major fund-raising drive for 'Our Crofton Story' is now under way, to raise some £150,000 of 'matched funding' to support the bid which will be submitted this summer.

As well as developing our HLF bid, we have also successfully fund raised for essential repairs to the station's sole operational Lancashire boiler, vital if we are to continue steaming operations.

Repair work was carried out in March 2017, so we will be able to welcome Trevithick Society member to see us in steam in the 2017 season.



See our website:

www.croftonbeamengines.org

for 2017 steaming dates and for details of the 'Our Crofton Story' fund-raising appeal.

Peter Turvey

Chair Crofton Branch & Trustee,
Kennet & Avon Canal Trust

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A branch of The Kennet and Avon Canal
Trust

Registered Charity No. CC209206
VAT No. 357 4551 36

PERRAN AND ST PIRAN

The following article was extracted from *The Mining Magazine* 1917 and has been restyled and edited by Lincoln James March 2017.

St Piran was a kindly and easy going man, not at all resembling his grim brethren whose chief object it appeared, was to make life a burden.

His sphere of activity (or perhaps more correctly, inactivity) was the country between St Agnes and Penhale Point, with his memory being preserved in the names of Perran Beach, Perranporth and Perranzabuloe, as well as in the "The Great Perran Lode"

By 1917 the ravages of "The Great War" were being felt across all aspects of British life and economy. The Government was seeking every possible mineral source. Inevitably this involved searching for Iron, which was desperately needed by the Munitions Industry.

This led to groups of geologists investigating the viability of the mineral deposits in the Perranporth Area which inevitably led to research being undertaken in respect of "The Great Perran Lode" with the editor of *The Mining Magazine*, Mr Edward Walker writing an extensive article about the district, its minerals and its Saint.

He recalls that "The Great Perran Lode" extends inland from the cliffs at the northern end of Perran Bay for a distance of several miles in a south-east and easterly direction the average width is between 15 to 20ft and the mean dip is 45°..... the outcrop consists of brown haematite and below the weathered zone the lode material is largely siderite (the spathic carbonate of Iron.) With Mr Walker largely following his own agenda, the technical details go on at some length together with specific references to the mines at Great Retallick, Duchy Peru, Treamble and Mount. J H Collins in his "Observations" book of 1912 stated that in the past, over 200,000 tons of material

have been extracted from this lode but no ore has been raised in the past 30 years.

Mr Walker chose to lighten his article by referencing also to St Piran – hence the opening paragraphs – and continues:-

Legend has it that St Piran taught the Cornishmen how to "stream and mine for tin" without however, actually engaging in the business itself, preferring to lead a life of indolence as a collector of patent rights and "Lord's Dues"! Walker goes on to quote Quiller Couch ("Q") who tells us that it was St Piran who introduced the art of divine laziness into Cornwall and that he sat upon the sands teaching people how to be idle.

It is usually said that tin was St Piran's objective and the main source of his revenue. Walker, however, after a study of the history of mining in the neighbourhood, has developed a strong inclination to attribute his wealth more to Silver rather than Tin .

The argument as to how this should be accounts, in part, for the length of his article.

St Piran was not only associated with ore deposits but also a victim of denudation. The Perran sand-dunes afford an apt illustration of the æolian agency and consist of what in old fashioned terminology is referred to as "Blown Sand". He lost two of his churches in succession, one being entirely engulfed and the other totally wrecked.

Walker also relates that in times past, on St Piran's Day, miners sent the sleepest boy in the neighbourhood to a comfortable place with instructions to sleep there far as long as he could, and by immemorial usage the length of his nap was the measure of the miners' afternoon siesta for twelve months to come.

He concludes his article by recounting the tale that most of the other Cornish Saints (too numerous to re-list here) determined to pounce upon St Piran in order to investigate the real state of things in his parish. Fortunately, [and in précis.] St Piran had a vision, warning of the impending visit but no matter how hard

he and his congregation tried they failed to locate the site of the buried Church. Then by chance, at the top of one of the Sand Dunes he placed his foot upon yielding ground and was precipitated into a cavity below in which, was his lost Church. He and his flock immediately began their worship, just as the cavalcade of visiting saints appeared over the edge of Newlyn Downs.

This incident provides yet another explanation of æolian * deposits.

Now, at the very end of the article, Mr Walker says that it also shows that St Piran is the modern saint, not only of the Cornish miner but also the Cornish mining engineer in all parts of the world, the latter being renowned for his cheery irresponsibility, and notoriously forgetting the existence of his church.

* Aeolus was the Greek God of the winds.

Lincoln James

KENNETH MERSEY BROWN

It is with deep regret we report the passing of Ken Brown on 4th January 2017. Ken was known nationally as a technical journalist and for his interest and knowledge of beam engines, a knowledge he was always prepared to share. He also had a lifelong interest in railway and traction engines and owned a steamroller, Blackberry Jack, so named as he found it in a bramble patch and then restored it. He had a varied professional career as he was a pupil engineer with British Rail (Western Region) then joined Foster Wheeler Ltd in the power station drawing office then moved on to the editorial staff of "Engineering" where he stayed for eight years. Then he moved once again to Binnie & Partners, consulting engineers in the water industry. His next move was to become editor of "Construction News" at the Thompson Organisation and this position took him to many places across the world reporting on huge projects.

He was the first reporter to cross the newly completed Bosphorus Bridge linking Asia and Europe and also reported on the huge Channel Tunnel Project but was disappointed that he had retired before the project was complete. He took an active part at The Crofton Pumping Station for the Kennet & Avon Canal, the restoration of the Levant Beam Engine and was a driver at Kew Bridge in West London where he also prepared the information booklets.

Within the Society he was a Council member, Newsletter Editor and Technical Information Officer and wrote many books and articles, presented many lectures and led field trips.

His unusual middle name came from the fact that his godfather was Lord Mersey who chaired the Titanic enquiry.

His introduction to Cornwall came after attended the Kings School at Bruton, Somerset and he came to Camborne Technical College for the engineering course. It was during these student days in such close proximity to the mine engines that he became smitten and made the study of engines his lifetimes work. For his efforts he was awarded a Bardship of the Cornish Gorsedh.

Ken's engine records for Cornwall have come to the Society with others deposited at Kew Bridge. His many years of railway logs have gone to the Railway Correspondence and Travel Society.

K.J.T.R.

BRIAN SULLIVAN

An erstwhile member of the Society, Brian passed away on 14th January 2017 aged 88.

Often referred to as "Mr. Hayle" he had an encyclopaedic knowledge of Hayle, was a Cornish Bard, and very much tied up with the Old Cornwall movement.

K.J.T.R

LEVANT REPORT

We are very pleased with the painting of fresh lime wash to the internal walls of the engine house. It has made a world of difference to the light inside, and the volunteers have done a great job over the winter shut-down period with fresh coats of paint to the Cornish boiler, winding drums and engine. Redesigned safety guards have also been made to protect everyone from the hot engine and moving parts.

John Woodward is also doing good work and has manufactured a new linkage for the water injection valve that serves the condenser. Work to the air pump and its operating rod is progressing (see photos) and it is hoped to have the engine in steam again by Easter. There is still considerable work to do once the open season starts, which will involve making new pipework for the discharge side of the high and low pressure safety valves, and also the discharge pipe for the hot-well that



Old and newly manufactured galvanised condenser rod for Levant engine





feeds the cooling pond. As the National Trust requires the site to be open with the engine running seven days a week, fitting of the pipework will only be able to be done early in the morning whilst the boiler is cool and not in service.

Further work to the roof of the head frame was delayed due to the damp and windy weather but is now complete.

The National Trust has now installed Pay and Display meters to the car parks at Levant and Botallack mines. Payment is required from those that are not NT members, and this has not gone down well with our paying visitors, coastal path walkers and local dog owners who have used the path for decades. Several meters have so far been vandalised and put out of action.

Jo Warburton from East Pool Mine has now joined us for the new steaming season as the Tin Coast manager, along with our new Custodian, Charlotte, and we hope that they enjoy their new jobs. Anthony Power is now retired but still shows a keen interest in all things mining. We wish him well.

Ron Flaxman

LEVANT MAINTENANCE - AIR PUMP PISTON AND ROD

The following report describes the maintenance work under way.

Lower Piston Rod

The original lower rod was made out of wrought iron which does not rust. It broke in 2009 which led to the repair work being carried out by Metal Surgery. As wrought iron is no longer manufactured (ceased in 1972) it was replaced with a 2 1/4" dia mild steel bar which has now badly corroded and wasted away where it is continuously immersed in water. In addition, the part of the rod which holds the cast iron piston has started to rust and is putting internal outward pressure on the piston casting. Eventually this will split. Normal practice, these days, is to replace the wrought iron rod with stainless steel which at a stroke does away with any future corrosion problems. The upper rod which does not come into contact with water is in good condition and I have no concerns about it.

Piston Casting

This appears to be in good condition. If the rod is replaced, I would recommend that the piston is shot blasted, hot zinc metal sprayed (thin layer of galvanising which will give a permanent protection to the cast iron) and then painted with two pack polyurethane to protect the zinc from the acidic water at Levant.

Flexible Diaphragm

Check for wear and replace if necessary.

Bronze Diaphragm Guide Casting

This is severely worn on the bore and the slots to hold the cross bar have been repaired very badly. To rectify existing casting the bore will have to be machined out and a new bronze sleeve fitted to give a sliding fit on the piston rod. The slots will have to be machined larger and bronze rectangular slides fitted all around. At which point there will be very little left of the remaining casting so, alternatively, I could supply a new bronze casting.

Bronze or Wrought Iron Cross Peg

The original has been replaced by a mild steel bar and is severely corroded. On removing the piston we discovered the peg loose on top of the piston. This peg holds the piston, diaphragm and diaphragm casting together as an assembly on the downward thrust of the rod so obviously a new replacement is therefore required.

The fact that this cross peg was not holding the piston assembly on to the rod as it forced its way into the taper ridge at the bottom of the first stroke, causing the whole engine to shudder, just goes to show how much stress and tightness the rust is exerting on the inside of the piston casting.

Rope Packing Clamp Ring (cast iron)

The 3 x 1/2" Whit. jacking screw holes should be drilled and tapped M14, the casting - blast, zinc and painted and on reassembly 3 x M14 blanking screws placed in the casting to protect the threads.



Bottom of piston casting



Piston rod and casting



Bronze diaphragm casting and cross peg



SIR GOLDSWORTHY GURNEY STEAM CARRIAGE

Whilst visiting the National Trust property, Scotney Castle, I was surprised to find a water colour painting of one of Sir Goldsworthy Gurney's steam carriages. This painting probably depicts the July 1829 journey from London to Bath and back, which averaged 14 miles an hour - faster than the average journey across London today!

Unfortunately, the handwriting could not be deciphered from the photograph.

CNF



PUFFING DEVIL

In mid-April, the crew will be preparing the Puffing Devil for Trevithick Day. This year it only needs cleaning and painting.

The engine is booked to appear at:

Camborne Trevithick Day
Saturday 29th April

East Pool Mine
Tuesday 30th May

The Royal Cornwall Show
Wadebridge
8th, 9th and 10th June

W.E.S.E.S Steam and Country Fair
Stithians Show Ground
18th, 19th, 20th August

Mine pumping engines in eighteenth century Cornwall

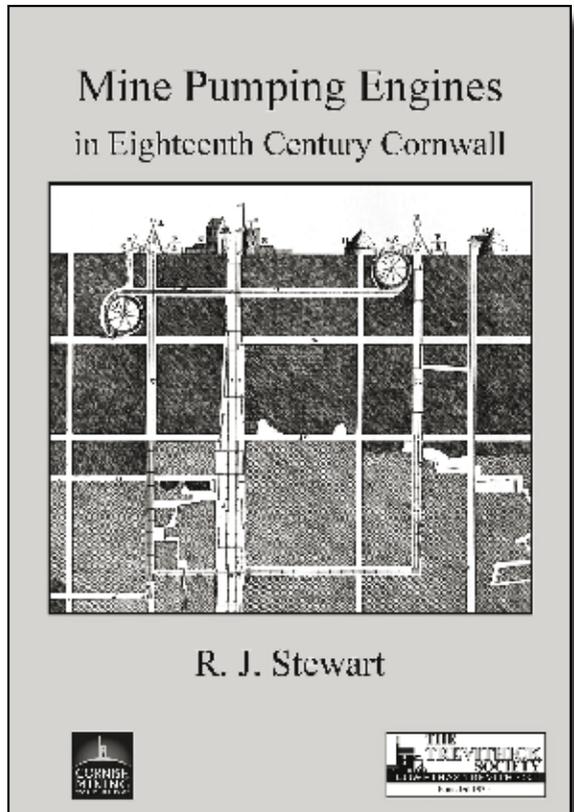
The published history of mine pumping in Cornwall is extensive but to date has largely concentrated on the use of steam in the nineteenth century; the story of the eighteenth century and its pioneers has received considerably less attention. It is to this period that Rick Stewart, author of the Trevithick Society's best-selling history: *Devon Great Consols: A Mine of Mines*, has turned his attention.

Mine pumping engines in eighteenth century Cornwall opens with a discussion of adit drainage and the use of water power including the pioneering water engines developed by the Coster family. The history of the Newcomen engine in Cornwall from the first tentative steps in the 1710s to a point when over "three score" atmospheric engines were in use in the county is covered in detail. The work of Boulton and Watt in Cornwall is examined as is their sometimes highly acrimonious relationship with Cornish mine adventurers. The book's closing chapters cover the work of Jonathan Hornblower and Edward Bull both of whom challenged Boulton and Watt's near monopoly on engine construction. Appendices

outline the numerous engineers who erected engines in the county and a technical discussion of pumps and pump technology during the eighteenth century.

This publication has, in part, been made possible by generous assistance from the **Cornwall and West Devon Mining Landscape World Heritage Site Office.**

Mine Pumping Engines in Eighteenth Century Cornwall by R. J. Stewart is published by the Trevithick Society as a large format paperback at £17.50 ISBN 978-0-9935021-2-5



SHOW PROGRAMME 2017

At the time of going to press the Society hopes to be represented at the following venues during the Summer 2017.

Anyone wishing to help man the events or needing information please contact Kingsley Rickard or, just for the Royal Cornwall Show, contact Tracy Elliot.

April 29th Saturday

Camborne Trevithick Day

June 4th Sunday

Tavistock Steam Fair

June 8th/9th/10th

Royal Cornwall Show, Wadebridge

July 15th Saturday

Camborne Show

July 30th Sunday

Bude Heritage Day

August 13th Saturday

Carnhell Green Vintage Rally

August 18th/19th/ 20th

WESES Steam & Country Fair,
Stithians Showground

KING EDWARD MINE

It is a case of clearing up after the builders at present. There will, however, be tradesmen on site for a while as there is a quite a bit of snagging to be seen to as would be expected after a sizeable contract. Overall the quality of the work has been very good with many of the men liking the challenge of heritage work as opposed to routine of general building.

The site will have an official opening at Easter and will then be fully operational as from the annual Open Day on Sunday 30th April.

THE RELUCTANT STUDENT

A Camborne School of Mines student, together with others, left to join the Army in 1915.

At the end of the war he returned to Camborne to complete his three year course. He was probably always something of a character but his war experiences can be summed up by saying, like countless others, he left as a boy but came home as a man.

The donkey shay was still around at this time. This was a very basic two wheel vehicle once to be found in large numbers in the County. Our student decided he was going to have one! He used it to get to King Edward Mine and when in Camborne where he lodges, the donkey was left to graze in the fields behind the School.

At the Camborne School of Mines, the stairs to its lecture theatre was an area of flat floor.

One summer afternoon the student decided to take the donkey to an illustrated lecture! The animal was taken up and settled on the flat floor area behind the theatre. The lecturer on this occasion was none other than Thomas Knowles, the Vice Principal, who was not noted for his sense of humour. It was a warm afternoon and the roller blinds were drawn down as the slide projector was in use. About twenty minutes into the lecture, from the rear of the room, came the "hee haw" of a donkey. The lecturer raised one of the blinds and saw the head and ears of the animal. He then turned to the owner and said "I think your friend has lost interest in the subject matter of this lecture, so I suggest that you return him to the field."

My late father knew this student and it was from him that I heard of this amusing incident.

Joff Bullen

SOCIETY MEETINGS PROGRAMME

KEM: meet at 1900hrs for a 1930hrs start at King Edward Mine, Troon, Camborne TR14 9DP.

Liskeard: Meet 1900hrs for a 1930hrs start at The Long Room, Liskeard Public Hall PL14 6BW.

Sunday 30th April (Field Trip)

Lappa Valley Railway and talk on Wheal Rose mining disaster. Lappa Valley is SE of Newquay (TR8 5LX) Meet at 1000hrs in the car park to take the 1030hrs train down to the park. Our talk starts at 1100hrs, leaving time for lunch and train rides. £6.00 pp.

Friday 12th – Sunday 14th May

AGM, Tamar Valley area.

Friday 9th June (KEM)

Grylls Monument and Wheal Vor Mine
By Amanda Boxer
In Helston, this monument was built by the Grylls family who paid to keep Wheal Vor mine open in hard times.

Saturday 17th June (Field Trip)

Dartmouth museum by train and boat to visit the Newcomen engine.

Monday 17th July

Visit – awaiting email responses.

August (date to be announced)

Weekend day visit to Grinding Solutions in Tresillian. The company provides a diverse range of metallurgical and mineral processing consultancy and laboratory services.

Friday 8th September (KEM)

Joint meeting with Carn Brea Mining Society
GCHQ, St. Erth.
By Mike Griffiths.

**Non members are welcome to attend.
Non-members £2.00 please.**

Contact:

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For up-to-date news check:

<http://www.trevithick-society.org.uk>

<https://www.facebook.com/trevithick.society/>

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.

ANNUAL SUBSCRIPTIONS:

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Family/joint members	£25.00
Overseas members	£25.00
Corporate members	£25.00

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