



THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK

NEWSLETTER 183 SPRING 2019

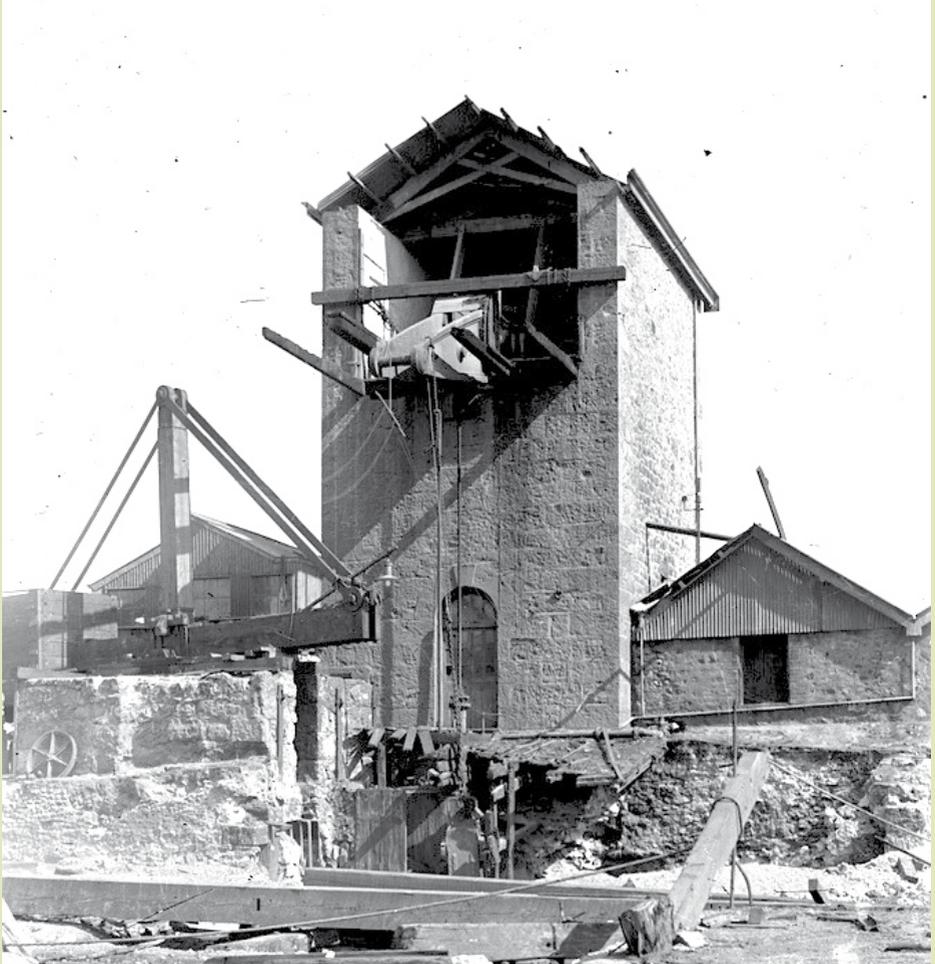


Fig. 4: Taylor's 60-inch pumping engine following the disastrous fire in the shaft in 1904 (State Library of South Australia, photo B 47282).

Reg. Charity
No. 1,159,639

PLEASE NOTE

Would members please check we have your correct email address, so we can keep you informed of Society activities. If you have not heard from us via email then we either have no email address or the wrong one.

Please let Sheila Saunders, our Membership Secretary know your correct details on:

membership@trevithick-society.org.uk

Thanks,

KTJR

NEW MEMBERS

The Society gives a very warm welcome to the following new members and looks forward to meeting them at any Society events:

Mr R Jones	Ceredigion
Mr L Murdoch	Troon
Mr T Uttridge	Illogan

SOCIETY WEBSITE

The Society website is being refreshed and revamped by the new webmaster Pete Joseph.

A LEVANT MYSTERY

In the course of researching for the Society's forthcoming volume on Levant, I was lucky enough to acquire a 1923 £50 Debenture Certificate for The Levant Tin Mines Limited, this being the Limited Liability Company formed on 1st January 1920 to take over the mine from the old Cost Book management. The certificate, Number 77, was particularly interesting, being issued to Giles Oats. Born in 1884, he was a younger brother of Francis Freathy Oats, the prime mover behind the new company. Giles served in the First World War, attaining the rank of Colonel, and by 1935 was a founder member of the Cornish Engines Preservation Committee, living at Porthcurno. His death at Barton on Sea in May 1938 was reported at the May 1943 meeting of the CEPC.

On the Debenture, however, Oats' address is given as Trago Mills, St Pinnock, Liskeard. This is intriguing, as all references to Trago Mills which we can find, have that site closing at the end of the Great War and remaining unused until the arrival of the Burrows brothers in the late 1920s. What was Oats doing at Trago? We know that there was a house there, long since demolished, but surely a member of a well-known Penwith family would have had a specific reason to be based at a site for the manufacture of explosives. Can anyone shed light here?

Graham Thorne

Copy date for next newsletter:

May 30th 2019



Established 1935

TINCROFT SHARES

Fellow botanist David Pearman loaned me two share certificates for 500 shares, which were purchased by his grandfather. The one below (no. 1776) is dated 10/03/1919 and the other (no. 1634) is dated 19/09/1918. It was too large to scan in one go, so the image is stitched together, by eye, from two scans.

Interestingly, Carn Brea is crossed out on both certificates, and both are stamped with the message “By an order of the court dated the 8th December, 1916, the special resolution reducing the capital of the company to £37,500 divided into 50,000 priority shares of five shillings each and 100,000 ordinary shares of five shillings each was confirmed”. The 100,000 has been changed by hand to 200,000.

CNF

WHAT IS IT?

In the last newsletter we published a picture of an unusual piece of kit. Several members have told us that it is a machine for recording the arrival of homing pigeons. Are there any pigeon fanciers out there who would care to corroborate this theory?

KJTR



AUSTRALIA'S LITTLE CORNWALL II: WALLAROO AND MOONTA

Although the South Australian copper bonanza started in the 1840s with the onset of mining at Kapunda and Burra, 80 and 160 km north of Adelaide (see Newsletter 182), its heyday began with the discovery of even larger and longer-lived deposits at Wallaroo and Moonta on the Yorke Peninsula across the St. Vincent Gulf (Fig. 1). These discoveries were made in 1859 and 1861, respectively, and drew Cornish miners to the peninsula in large numbers. The two mines (by then amalgamated) remained open until 1923. The copper sulphide-bearing lodes (of which there were five) are of hydrothermal origin and occur in pegmatites and quartz veins that fill fractures and shear zones in the micaceous Doora Schist and interlayered, 1740 million-year-old Moonta Porphyry. From these lodes, the two mines produced in total some 350,000

tons of copper metal. By comparison, this is three times the combined output of the three largest copper mines – Devon Great Consols, Consolidated Mines and United Mines – in Cornwall and Devon.

Once again, I was fortunate to have Greg Drew as my guide when I visited these sites in October 2018, and it is from his authoritative publications on the two mines (listed below) that much of the following material is drawn.

Wallaroo Mine

Wallaroo Mine lies just SW of the town of Kadina, some 10 km inland of the coastal town of Wallaroo and 130 km NNW of Adelaide (Fig. 1). Copper was discovered here in December 1859 and within a year the mine was turning out rich ore and employing 150 people. In 1861 a 12-inch horizontal winding and stamping engine was installed, to which a 24-inch horizontal pumping engine was added the following year. In 1862, a horse-drawn railway was opened connecting the mine to the port at Wallaroo, and in

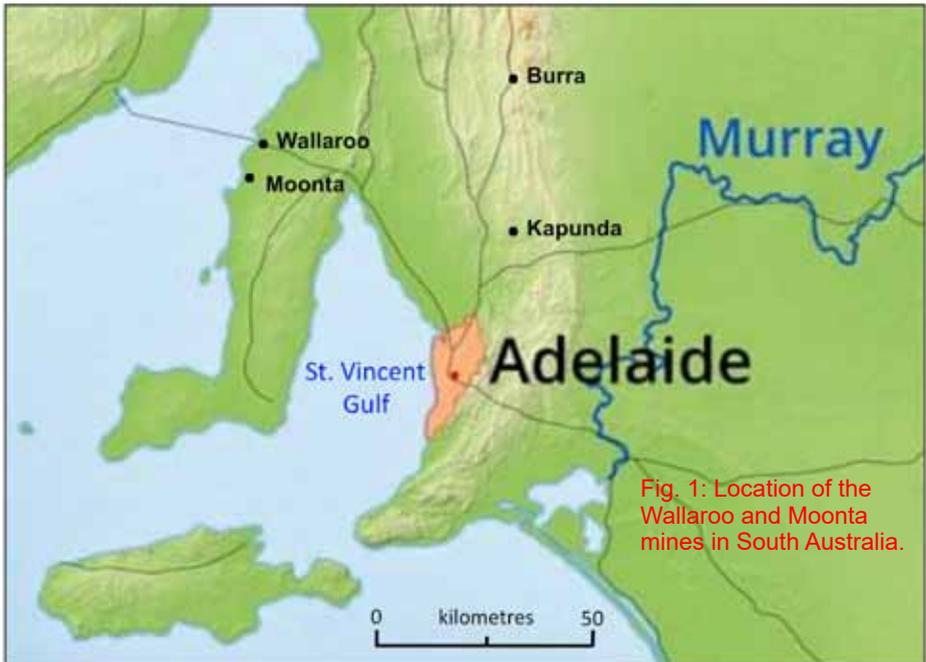
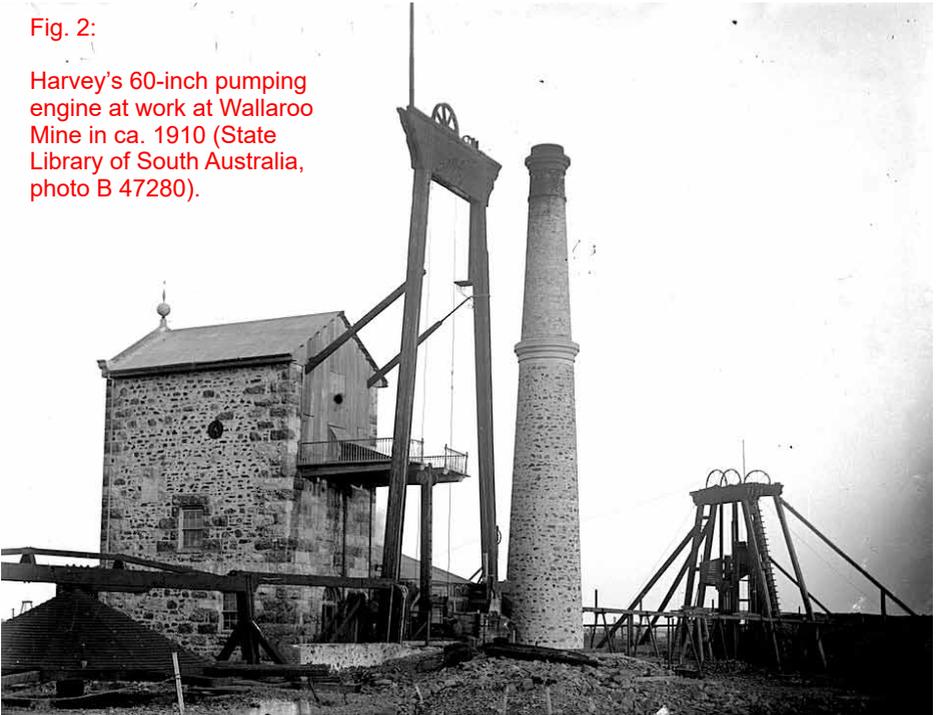


Fig. 1: Location of the Wallaroo and Moonta mines in South Australia.

Fig. 2:

Harvey's 60-inch pumping engine at work at Wallaroo Mine in ca. 1910 (State Library of South Australia, photo B 47280).



1863, the first Cornish engine was erected on Taylor's shaft. Following this the mine developed rapidly. It reached its peak in 1870-75 with over 1000 people employed and by 1876, five beam engines were at work. Despite being connected to Adelaide by railway in 1878, falling copper prices brought work to a near halt in 1878-80 and the mine's activity was limited until it joined Moonta Mine to the south in 1889 to form the largest industrial operation in South Australia. In 1904, the upper part of Taylor's shaft was destroyed by fire, which precipitated a gradual modernization of the mine and the replacement of its steam engines with electric pumps and steam winches – twin-cylinder, 26-inch horizontal winders (4-foot stroke) on Taylor's and Young's shafts – supplied by new high-pressure boilers. Employment peaked at 2700 in 1906 and when the amalgamated mine closed in 1923, Wallaroo Mine had produced ore worth £9.7 million and had reached the 500-fathom (914 m) level.

To operate the mine, a series of beam engines were installed prior to the slump in copper prices in the late 1870s. The first, a 60-inch pumping engine (10-foot equal beam) by Harvey and Co. with two boilers, was set to work on Taylor's shaft in December 1863. In 1865, a 22-inch double-acting rotative engine (8-foot stroke) was purchased from the Bedford Foundry of Nichols, Williams and Co. in Tavistock. It started work as Taylor's winding engine in March 1867 and also drove a crusher. The same year, a 48-inch Bull engine (8-foot stroke) purchased from the North Rhine Mine, some 40 km SSE of Kapunda, was erected on Hughes' shaft. This engine had been started at North Rhine (where its house still stands) in 1860, but was originally built by Harvey and Co. for nearby Tungkillo Mine in 1849. In 1876, two more engines were erected. The first was a 60-inch pumping engine by Harvey and Co. that was set to work on Harvey's shaft in May (Fig. 2). Now superseded, Hughes' engine was converted to a man

Fig. 3: Elder's 80-inch pumping engine at work at Wallaroo Mine in ca. 1900 (State Library of South Australia, photo B 7347).



engine. The second was a 30-inch rotative engine acquired from nearby Wandilta Mine that was rebuilt on site to wind from Young's shaft and several others. Of Scottish origin, it had worked at Wandilta Mine from 1866 until 1870. Finally in 1888, an 80-inch pumping engine (10-foot equal beam) by Harvey and Co. was erected at Elder's shaft (Fig. 3). This was purchased (along with its house) from neighbouring New Cornwall Mine, where it had worked from 1866 until 1870.

The house of only one of these engines (Harvey's) survives, along with the base of Elder's engine house. Taylor's pumping engine and whim were never reworked after fire destroyed the top of the shaft in 1904 (Fig. 4 - see front cover). Hughes' engine was dismantled around 1880, by which time the man engine had been replaced by a skip worked by one of the original horizontal engines. Elder's engine worked until the mine closed in 1923 and was broken up for scrap in 1927. In 1936, stone from its demolished house was used to build the new Kadina Catholic Church.

Harvey's Pumping Engine

Built of fossiliferous limestone and erected in 1875, Harvey's engine house stands complete (Fig. 5) with its cylinder bedstones intact and some of the walling of the boiler house (for two 12-ton boilers) standing alongside to the south (Fig. 6). The separate stack, which stood ahead of the boiler house (see Fig. 2), has gone, but the pump rod remains in the shaft, and the loading, balance beam slot and pit of the balance bob survive on the north side. The 60-inch pumping engine (10-foot equal beam) it housed was set to work in May 1876. This had been purchased from the Moonta Mine in 1872, but was originally built by Harvey and Co. in 1863. In shipment before the order could be cancelled, it had lain unerected at Moonta since 1864. Harvey's engine ceased pumping in 1906, at which time the shaft had reached 325 fathoms (594 m). But it remained on site until scrapped in 1924.

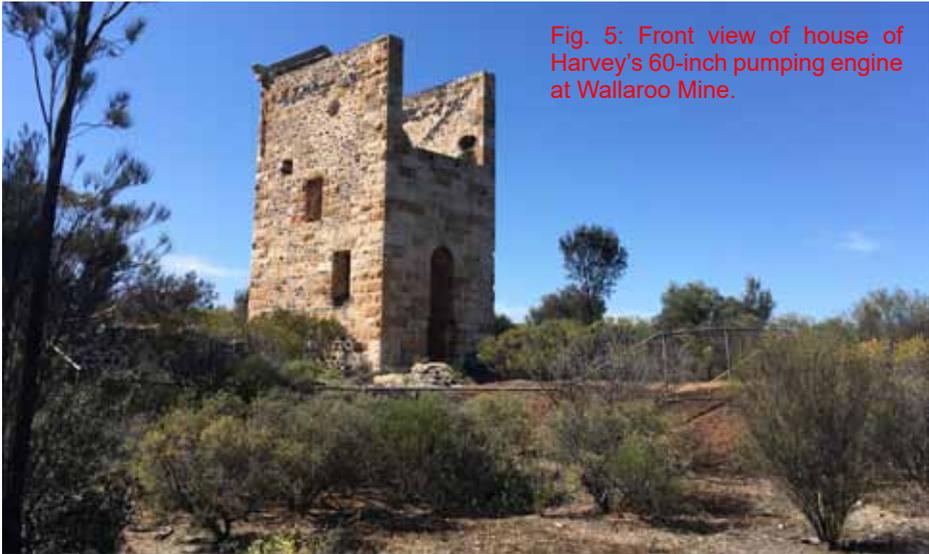


Fig. 5: Front view of house of Harvey's 60-inch pumping engine at Wallaroo Mine.

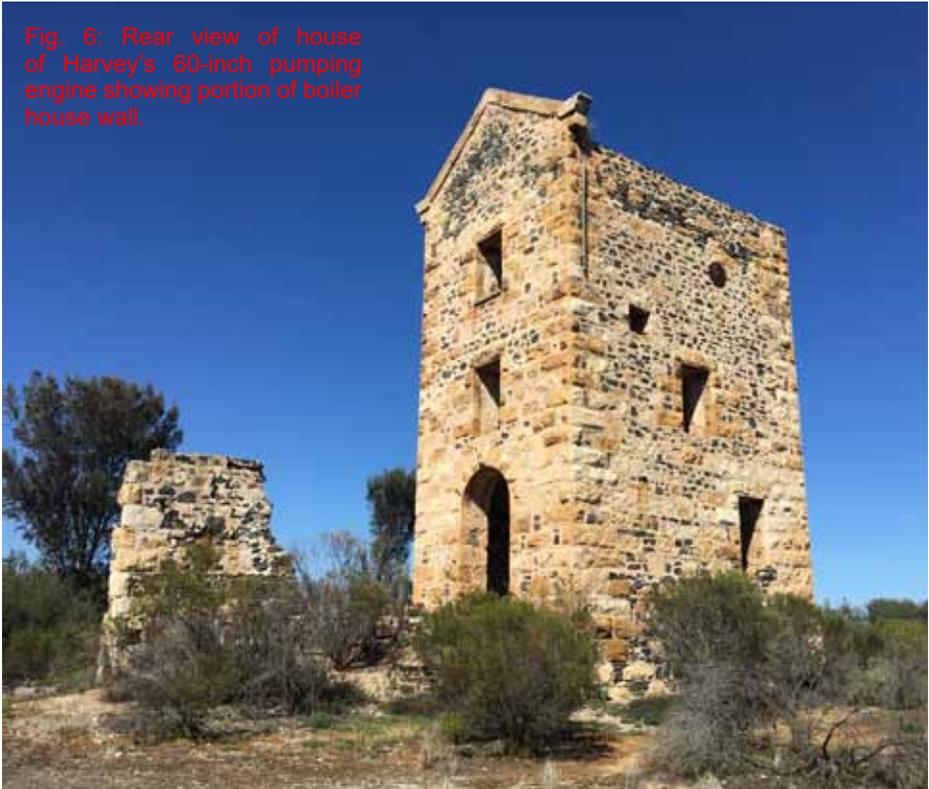


Fig. 6: Rear view of house of Harvey's 60-inch pumping engine showing portion of boiler house wall.

Moonta Mines

Copper was discovered at Moonta, 15 km south of Wallaroo, in 1861, and the mine was immediately successful, producing nearly 5000 tons of ore in 1862. Initially, an 18-inch horizontal engine (Elders) was used for pumping. Placed under the direction of Capt. Henry Hancock from 1864 until his retirement in 1898, the mine developed rapidly and was employing some 1200 people in 1865 when the first Cornish engine was erected on Hughes' shaft (Fig. 7). In July 1867, a 22-inch winding and crushing engine (Prankerd's) was set to work hoisting from Taylor's and Stirling's shafts (Fig. 8), only to be joined by a second crushing engine (Richman's) at the end of 1869 (Fig. 9). Both engines had two boilers. By 1870 the mine was producing over 20,000 tons of 20% ore annually and, in 1874, a fourth engine (Hancock's) was erected to power another crusher and treatment plant, and pump from several shafts by way of flat rods (Fig. 10). This was a 35-inch rotative engine (6-foot stroke), also with two boilers, that had been imported from Scotland and was for sale in Melbourne. Both Richman's and Hancock's treatment

plants were equipped with improved jigs designed by Hancock. Employment peaked at nearly 1700 in 1876, by which date the mine had paid out £1 million in dividends. But a reversal of fortune was brought about by falling copper prices at the end of the decade and the mine saw only limited development until its amalgamation with neighbouring Wallaroo Mine in 1889. A leaching plant for the treatment of tailings was installed in 1900, but the mine's production was surpassed by that of Wallaroo Mine following its modernization in 1904. The amalgamated mine closed in 1923, by which time Taylor's shaft had reached 420 fathoms (768 m) and Moonta Mine had raised ore to the value of £10.7 million. The leaching plant, however, continued operating until 1943 and the Moonta Mines Uniting Church, which opened as the Wesleyan Methodist church in 1865, hold weekly services to this day. Moonta Mine and the nearby town of Moonta, which preserves much of its historic past, were added to Australia's National Heritage List in 2017.

The houses of two of these engines (Hughes' and Richman's) survive. Prankerd's whim, which received a new 26-inch cylinder in 1877 and a new beam

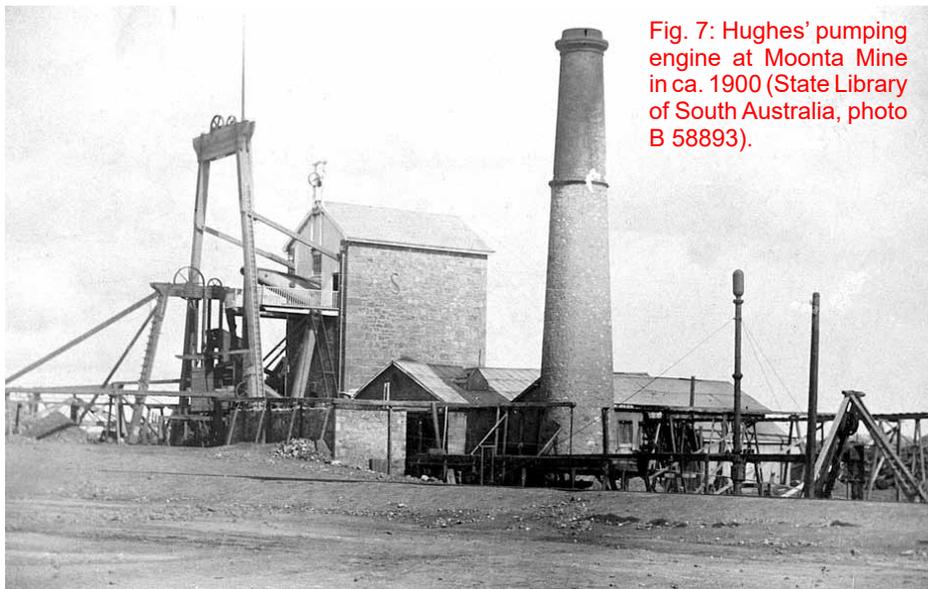


Fig. 7: Hughes' pumping engine at Moonta Mine in ca. 1900 (State Library of South Australia, photo B 58893).



Fig. 8: Prankerd's winding engine and crusher at Moonta Mine in ca. 1898 (State Library of South Australia, photo B 34854).

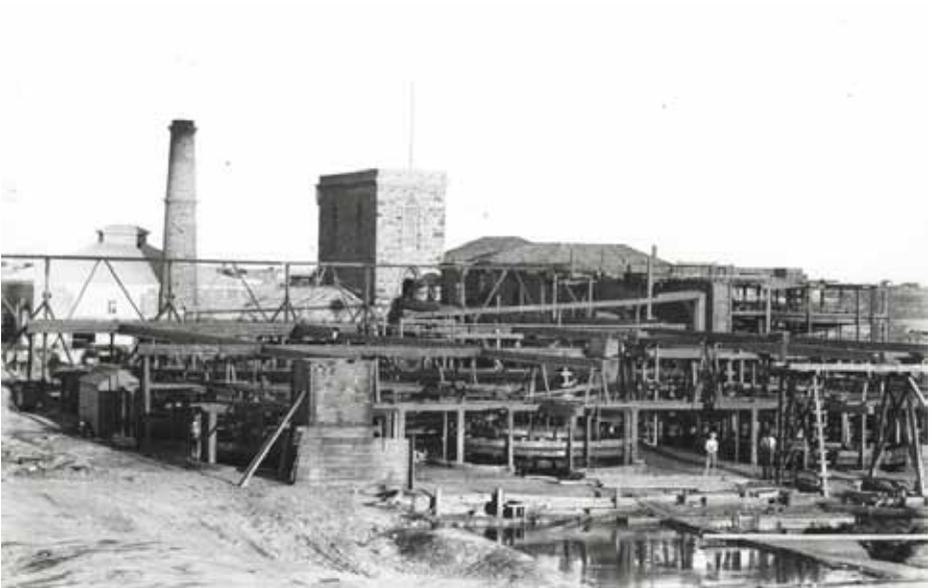
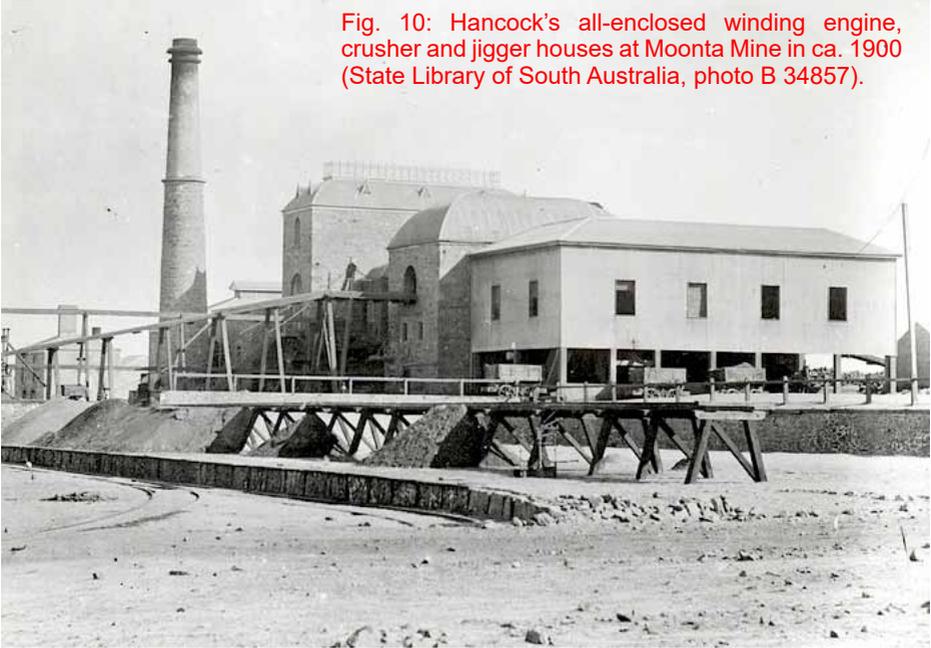


Fig. 9: Fig. 9: Richman's all-enclosed crushing engine and ore concentrating plant at Moonta Mine in ca. 1884 (State Library of South Australia, photo B 34840).

Fig. 10: Hancock's all-enclosed winding engine, crusher and jigger houses at Moonta Mine in ca. 1900 (State Library of South Australia, photo B 34857).



in 1879, was dismantled in 1901 when it was replaced by a horizontal steam hoist. Hancock's engine was removed and its all-enclosed house demolished in 1904.

Hughes' Pumping Engine

Arguably the most impressive of all the surviving engines houses in South Australia, Hughes' engine house was built of local limestone in 1863-64 for a 60-inch pumping engine (10-foot equal beam) ordered from Harvey and Co. in 1862. This was finally set to work on Hughes' shaft in September 1865 (see Fig. 7), while Elders horizontal engine, which stood nearby, was converted to winding. A second 60-inch engine ordered from Harvey's in 1863 proved superfluous was sold to Wallaroo Mine (as Harvey's engine) in 1872. In 1868, flat rods were attached to the queen post of the balance bob (added in 1866) in order to pump from Taylor's shaft some 300m to the north. As this shaft was deepened following the amalgamation with Wallaroo, the water was pumped to the 200-fathom (366 m) level, from whence it ran to the

sump of Hughes' shaft. Hughes' engine worked continuously until September 1923, the longest serving Cornish engine in Australia. It was scrapped in 1925.

Stabilized by the Australian National Trust in 1974, Hughes' engine house is complete and the majestic separate stack and walls of the segmented boiler house (for 3 and later 4 boilers) remain standing (Fig. 11). The cylinder bedstones, cylinder bolts and main girder remain in place inside the house, and the pump rod and balance bob link survive in the shaft, the collar of which was rebuilt in 1992. Alongside, the mounting blocks for the balance bob also survive (Fig. 12), as does the path of the flat rods to Taylor's shaft where another pump rod and balance bob link can be seen.

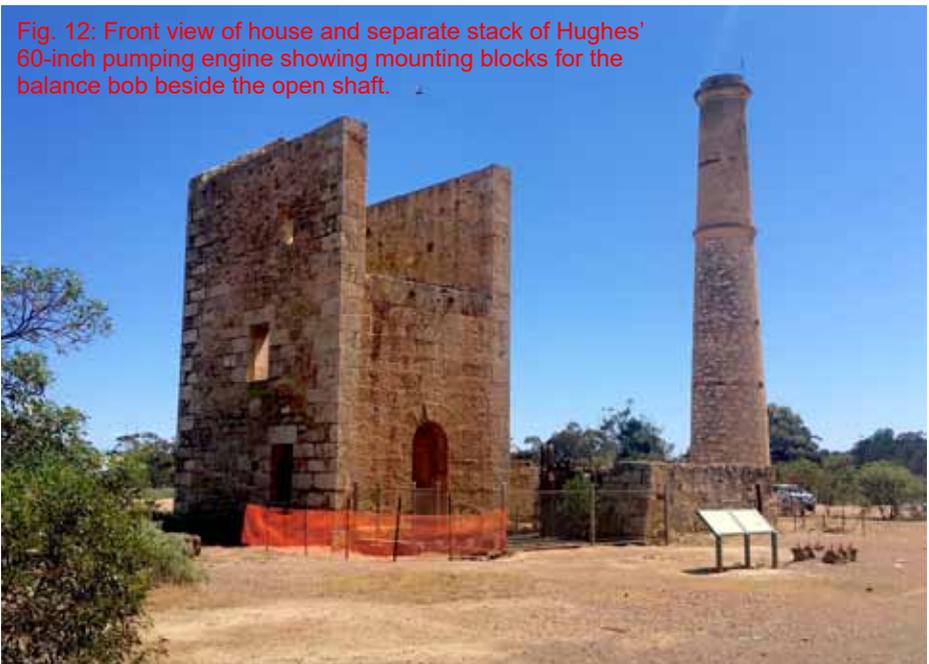
Rickman's Rotative Engine

Some 700 m north of Hughes' shaft stands the well-preserved engine house of Rickman's engine, which was consolidated and re-roofed in 1986 (Fig. 13). The building of this house was started

Fig. 11: Rear view of house and separate stack of Hughes' 60-inch pumping engine at Mounta Mine showing the boiler house walls and an abandoned Cornish boiler.



Fig. 12: Front view of house and separate stack of Hughes' 60-inch pumping engine showing mounting blocks for the balance bob beside the open shaft.



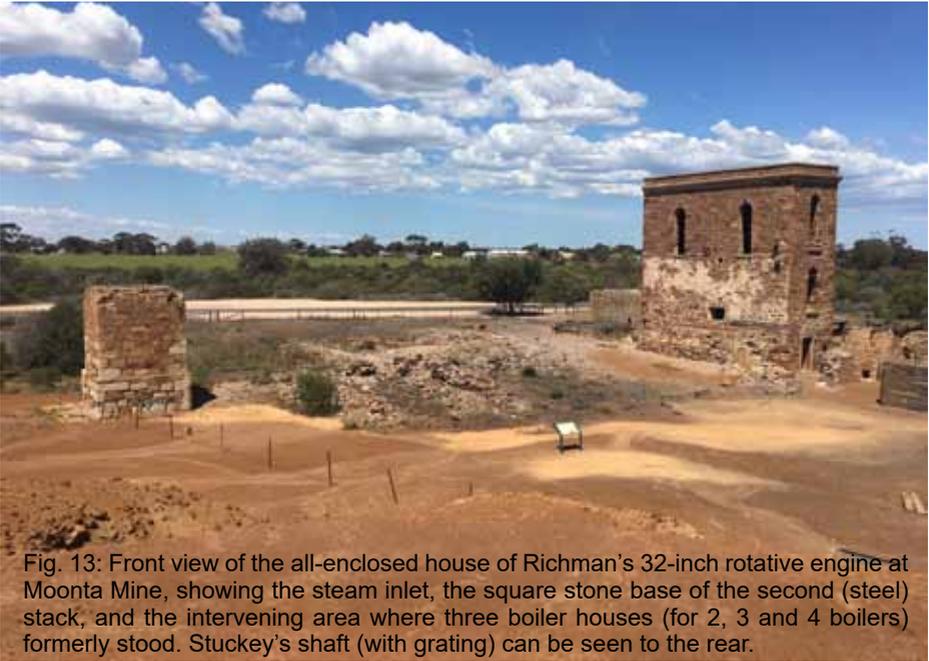


Fig. 13: Front view of the all-enclosed house of Richman's 32-inch rotative engine at Moonta Mine, showing the steam inlet, the square stone base of the second (steel) stack, and the intervening area where three boiler houses (for 2, 3 and 4 boilers) formerly stood. Stuckey's shaft (with grating) can be seen to the rear.



Fig. 14: Rear view of the all-enclosed house of Richman's 32-inch rotative engine, showing opening for the back bob and mounting block for the drive shaft and gearing adjacent to the drive shaft opening.

in 1867 for an all-enclosed, double-acting 32-inch rotative engine (7-foot stroke) of unknown manufacture that was set to work at the end of 1869. The engine had been purchased from neighbouring Kurilla Mine, which had likely acquired it in 1865, and was used to drive rock breakers, crushing rolls and jiggling machinery. The engine also had a back bob used to raise water for the boilers and dressing floors from Stuckey's shaft (Fig. 14). The engine was installed with two boilers, but after air compressors and a saw mill powered by horizontal engines had been added to the complex, an additional boiler house (for 3 boilers) and a new steel chimney were added alongside in about 1901. A third boiler house (for 4 boilers) was added nearby in 1907. The engine finally stopped work in 1917 (at which time it was replaced by a gas engine) and the surplus steam plant was removed in 1921.

With the floor of the flywheel pit at ground level, Richman's engine house stands tall and has an internal bob wall and a flat roof surrounded by a parapet (Fig. 15). The engine was entirely enclosed but

the rear wall contains an opening for the back bob (see Fig. 14). A mounting block for the drive shaft and gearing stands alongside to the south (see Fig. 13) and the engine house is surrounded by stone and more recent concrete mountings for the treatment plant and compressors.

Damian Nance

Fig. 15: View of the internal bob wall (with two arched doorways and openings for the eccentrics and trunnion anchor bolts) and the replaced roof of Richman's 32-inch rotative engine taken from the bottom of the flywheel pit.



References

Drew, G.J., 1991. *Discovering Historic Moonta*. Department of Mines and Energy and District Council of Northern Yorke Peninsula, South Australia, 72 p.

Drew, G.J. and Connell, J.E., 2012. *Cornish Beam Engines in South Australian Mines*. Special Publication No.9, Department of Mines and Energy, South Australia, 191 p.

2019 AGM

Members will see on the booking form that there is a visit to Falmouth Docks on Friday, May 10th at 1400 hrs. Should you wish to visit the Docks you **MUST** forward all names attending and your car registration number. There is limited room at the Docks so parking elsewhere is recommended. On arrival report to the main gate security who will check you in. Failure to forward your details will mean no entry for the visit. Send your details to Kingsley Rickard or Sheila Saunders.

MAINTENANCE AND RESTORATION WORK TO LEVANT WHIM II

For the past 2 years any maintenance/restoration work carried out on the Levant Beam Engine has required a written report. The reports are then forwarded to the National Trust Archives, in both paper and digital format, to form part of a permanent record of the engine.

Most of the work in these reports involve the condenser and its air pump which is sited below the floor. For your interest, please refer to the photograph below which shows the working conditions.

All the large parts were machined by Robin Statham (proprietor of Chapel Engineering at Leedstown together with his fellow engineers), Dale Henwood, Peter Stedman and Sam Trounson.

John Woodward

Air Pump Cylinder

The iron casting contains a 3/8" (9.52mm) thick brass sleeve with a bore of 1513/16".

The brass liner has considerable wear consisting of about 4mm on the west (door side) and about 8mm on the east (engine side). The wear tapers out top and bottom over a distance of 2½". To remove the air piston from the bore, the junk ring is first removed then the square rope packing which act as piston rings has to be removed from within the bore to allow clearance over the wear taper. No work done to cylinder.

Condenser Inlet Valve Vertical Red (C) To Inlet Valve

The original wrought iron rod had deteriorated beyond repair. The inlet valve weight had slipped from the top of the rod to the bottom. A new rod was fabricated out of 24mm dia. bright mild steel. Hot





wide straps were made from 1.2mm brass sheet and fitted with new square brass nuts and bolts secured by brass split pins.

zinc metal sprayed and painted with two pack polyurethane. New square bronze nuts and pivots bolts were made, fitted and then secured by brass split pins.



Inlet Valve Weight

This is a split weight, made from wrought iron with an additional lump of iron arc welded to it to increase the weight. The weight was shot blasted and painted with two pack polyurethane. Two new $\frac{3}{4}$ "

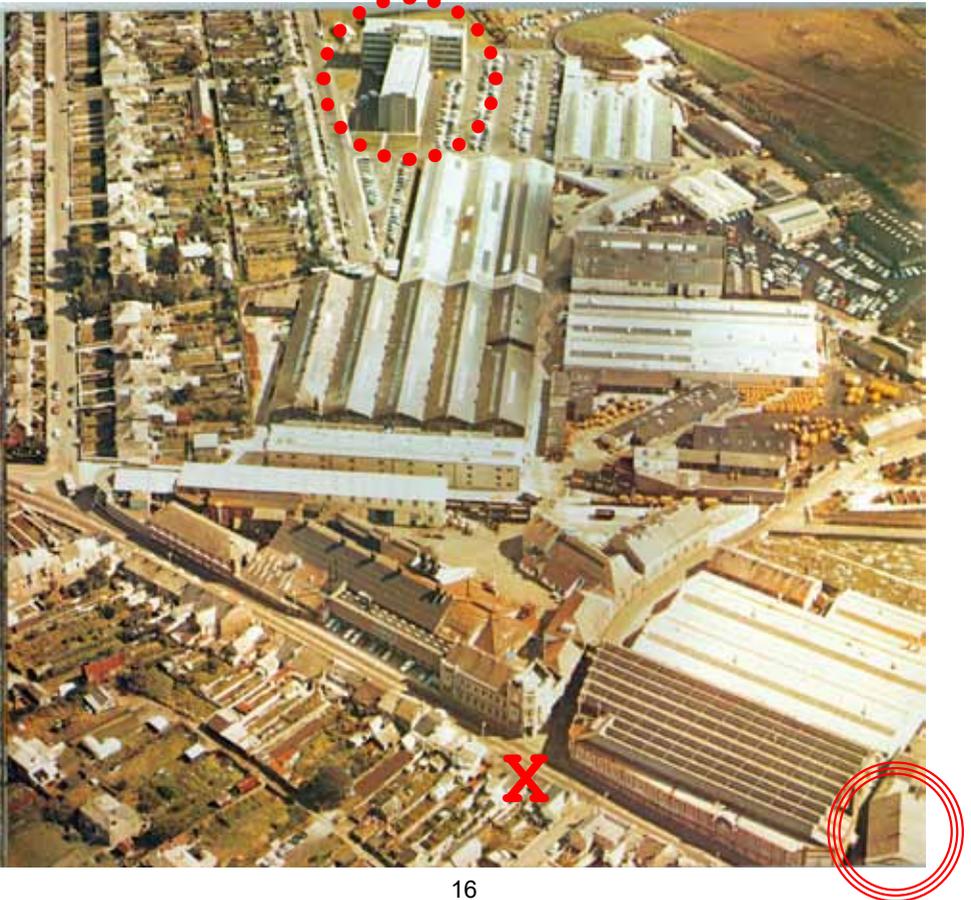
A BLAST FOR THE RECENT PAST

Below is an aerial photograph of Holman's No. 1, circa 1971. The car in the photograph opposite is driving into Foundry Road which bisected the works, marked by the red X below. That part of Holmans, architecturally a huge asset for the town, was the first to go, to be replaced by the mundane Tesco superstore.

The loss of all but the Holman offices, now Council offices, (circled in red dots) can be seen by comparing the aerial photograph with the satellite image from Google. For reference the building circled by three red lines is Centenary chapel. It can be seen that, most of what was once the beating heart of Camborne has been



totally demolished and is being replaced by residential estates. Sadly, these are totally incongruous homes which have very shabby paint work and do very little for the town. It is as if Cornwall Council have been told there is funding available to deal with inner city deprivation and so are creating areas of inner city deprivation to tap into those funds.





LEVANT REPORT

Unfortunately the news for Levant is not good! Very little has been done recently to maintain the site and keep the appearance of Levant and its iconic Whim in good condition. This is due to much discontent amongst our volunteers with present National Trust management on site. Over the past year they have lost at least seven long-term and very competent volunteers all for the same reasons. These comprised both qualified engine drivers and guides. There has also been a consistent turnover of valuable staff amounting to four in number, in just the past year. Most of those volunteers that have left including myself, have been the ones that always carried out the vast majority of maintenance and demonstrated the Whim to visitors and conducted guided tours during the open season. Without those volunteers the site cannot operate as it has done in the past.

There are many outstanding essential items still left, and John Woodward has been brought in as a contractor to replace our long-standing engineer John Treloar. However John Woodward has only been able to attend to a very small number of those tasks. Over the past two years it has been a pleasure to assist John with his work on the Whim and offer him the advice of numerous volunteers that have worked on the restoration and maintenance of the Winding Engine for over 30 years. That experience is not quickly learnt and it took Milton Thomas and his 'Greasy Gang' a very long time to learn the intricacies of an ancient engine now nearly 180 years old. Courtney Rowe's detailed drawings of the Whim have always been referred to and assisted us in that work. It is a real shame to see the way that Levant has declined both in appearance and volunteer morale due to management failings within the National Trust. The Trevithick Society gave the Whim to the National Trust in 1967 and it is insulting to those Society volunteers that gave 55,000 hours of free labour for over eight years to get the Whim

refurbished, under steam and open to the public.

It is with deep regret to report this and it is sincerely hoped that the new senior manager, James Breslin, who is now responsible for the management of Levant, East Pool and Botallack Mines can see the rapid decline in Levant and will be allowed to take steps to put matters right. Many of those volunteers that have left over the past year have Levant at heart and are prepared to return, but not under the present regime.

Ron Flaxman

A LEVANT MYSTERY

Thanks to all members who have been in touch about our proposed Levant book. The amount of interest and enthusiasm bodes well for its success. It's not too late to send us any recollections, written material or photographs with a Levant connection. We would love to hear from those who worked on the engine at any stage of its restoration from 1984 to 1993 as we are seeking to create a full list of all who contributed to the project in any way.

We are hoping to hold a launch of the book at Levant in late October.

Graham Thorne and Peter Joseph

PUFFING DEVIL DATES

The next outing for the Puffing Devil is Trevithick Day on Saturday 27th April where the engine should be driving up and down Basset Street again. The cold part of the boiler test has been completed and the steam test will be undertaken in the week preceding Trevithick Day when the engine will be ready for the big day.

On Trevithick Day itself please make yourself known to the crew. It is always good to meet members and chat about the weather or even Society activities!

SOCIETY MEETINGS PROGRAMME

KEM: 7.30 pm start at King Edward Mine, Tron, Camborne TR14 9DP.

Liskeard: 7.30 pm start at The Long Room, Liskeard Public Hall PL14 6BW.

Monday 8th April (Liskeard)

Cornwall's lights across the water.

By Alan Nicholas

Friday 12th April (KEM)

Cornwall's lights across the water.

By Alan Nicholas

Friday 10th to 12th May

Annual General Meeting weekend.

Monday 10th June (Liskeard)

The voyage of the Mayflower - "the myths and reality".

By Dr Mike Harwood

Friday 14th June (KEM)

Cornish in Mexico

By Jean Charman

Monday 8th July (Liskeard)

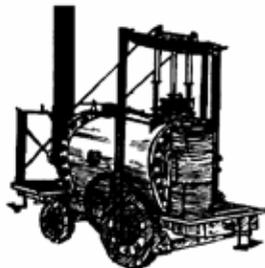
Cornish branch lines - "Now and Then".

By Dave Ager

Friday 12th July (KEM)

The "married widows" - the wives left behind.

By Lesley Trotter



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For up-to-date news check:

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

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

Non-members are welcome to attend.

Non-members £2.00 please.

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
- Poldark – free entry to site and reduced fee for underground mine tour

Also:

- 10% off book purchases at Tormark.
- 20% off purchases at KEM shop.

TREVITHICK SOCIETY OFFICERS AND OTHER REPRESENTATIVES



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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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