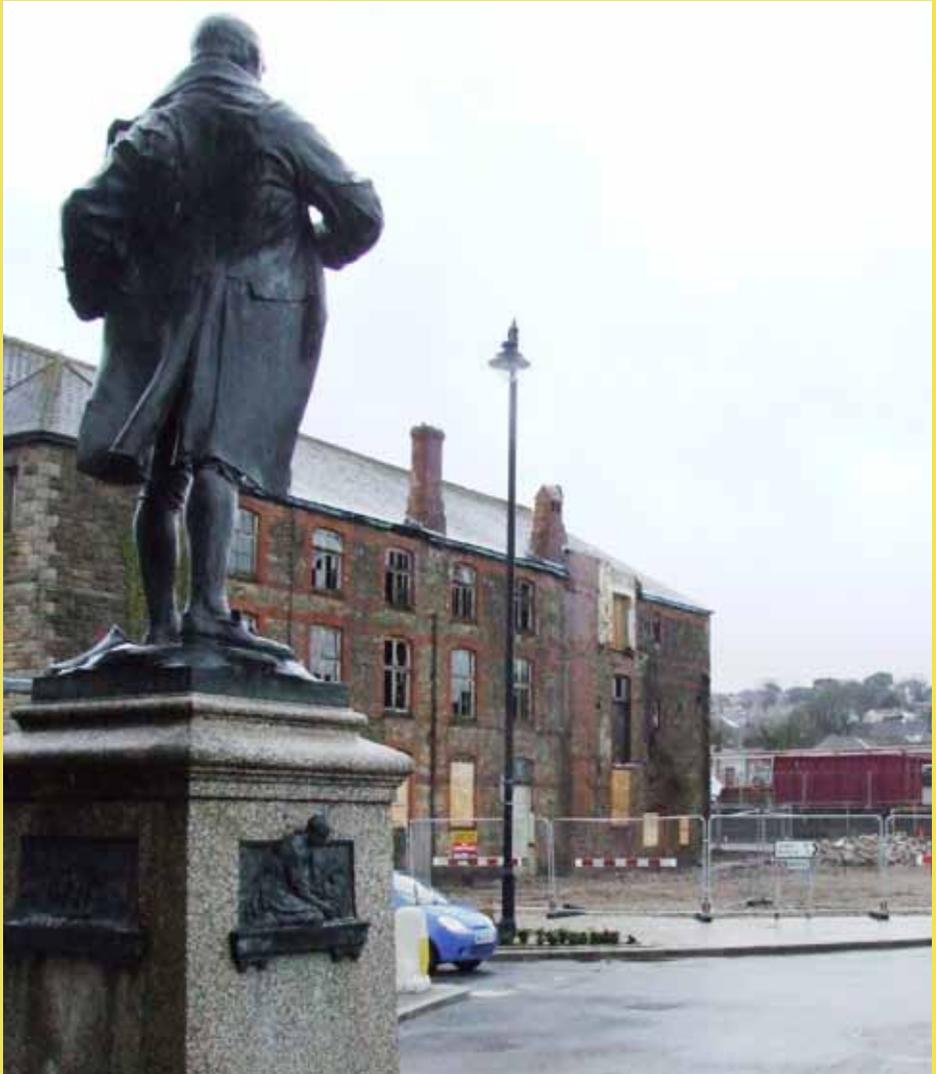


NEWSLETTER 147 APRIL 2010



Established 1935

# THE TREVITHICK SOCIETY



Reg. Charity No. 246586

Yet more losses of industrial heritage as the last remnants of Holman's are swept away!

# CHAIRMAN'S ADDRESS

In one month at the beginning of 2010 the Spirit of Holman Bros rose again while the last vestiges of its manufacturing facilities were razed to the ground.

This Society was proud to host the preview of films from the Holman Film Unit that are the subject of a complex digitisation project being run by Azook, a Community Interest Company based in Penryn.

In five showings of selected items from the archive in Camborne and Redruth and three open days of Memory Shops in the Camborne Council Chambers we met almost a thousand people who had travelled from all over Cornwall and beyond to meet, chatter and relive their days with Holman Bros or CompAir Holman. The full house at Camborne Wesley Chapel was graced with the presence of Mr Nigel Holman and the singing of the Holman Climax Male Voice Choir. The Society is grateful for the great deal of enthusiastic support it has received for these previews.

Newspapers and radio covered the events and it is significant that, as the redevelopment of the Holman No. 3 site goes ahead for community housing, there should be such an outstanding display of interest in the engineering heritage of the area, something that those responsible for our future regeneration could well note for the advantage of the community.

With the demolition of the buildings at Trevu Road we see the clearance of a significant Cornish Mining World Heritage Site. The Listed former Camborne Community Rooms that subsequently became the Holman Museum and Apprentice School are still just standing and their fate has yet to be determined.

Since 2003 it has been the hope of this Society that the reconstructed corner building may reflect the important heritage of the area and negotiations continue. As I write they are stymied by bureaucracy and some flower beds; I hope neither stand in the way of a sensible outcome that allows the names of Holman and Trevithick to reflect the ingenuity, skill and determination that are a part of the area's history.

**Philip M Hosken**

# EDITORIAL

Just as this newsletter was going to the printer, I bring you bad tidings that Sue Maunder, our Membership Secretary, is resigning at the forthcoming AGM, for personal reasons. Since assuming that role she has made a phenomenal difference to the way in which membership records have been kept and managed and turned what was once a mundane task into a slick and highly computerised operation. Her efforts will surely be missed. Needless to say the Society is in desperate need of a new Membership Secretary, and we wish her well for the future.

**Colin French**

**Copy date for next newsletter: May 20th**



## LETTERS TO THE EDITOR

*“Nine and a half feet stroke”*

I was interested to read Martin Bodman's article on William Oatey of Wadebridge in the latest Journal, but I was hoping for some information on the only Cornish pumping engine I know to have been supplied by the firm. It was a 40-inch, set to work in 1866 at the short-lived Credis (or Criddis) copper mine close to a tributary of the River Camel south of Padstow. I would be interested to know whether they made any others.

The Credis engine had the unusual strokes of 9 1/2 feet equal. Most Cornish engines had indoor strokes in whole numbers of feet, but another exception was the 36-inch engine which went to the Kawau copper mine in NZ with 8 1/2 feet. (See my article “Halfway Round the World and Back” which appeared in an earlier Journal).

Ian Thompson has tried to tell me that the Kawau engine went to Bon Accord mine in South Australia but this is nonsense. That mine had a secondhand 50-inch engine which is well documented; the mine certainly was not big enough for two. Re Oatey, any information on other engines they built, Cornish or otherwise, would be welcome.

**Kenneth Brown**  
27 Ailesbury Way  
Burbage  
Wilts SN8 3TD

Dear Editor,

*Stationary Engines at Stormsdown Mine,  
Ashburton, Devon*

I have recently been researching the all-too-brief history of the Stormsdown & Owlcombe tin and arsenic mine situated on the edge of Dartmoor, some two miles from Ashburton. The mine was in the sole ownership of a Mr. Bayldon, a resident of Dawlish. It opened circa 1907 and

significant working had been suspended by 1910, the equipment is believed to have been auctioned in January 1914 following failed attempts to sell the mine.

Mr. Bayldon had spared no expense in equipping his mine - it being claimed at the time to be one of the most up-to-date in the West of England. The mine was fully electrified with the exception of the pump in the newly sunk Main shaft. This was equipped with a 200 h.p. Hathorn Davey & Co. Ltd. horizontal compound condensing engine probably using this firm's patented differential control system and a working 17 inch Cornish pump in the 360 ft. deep shaft. The engine and pit work were installed new in 1908/9 and worked only until the mine's final abandonment in 1914. Electrical power was generated by a 500 volt dynamo belt-driven from a 150 h.p. Campbell Engine Co. Ltd. horizontal engine powered by gas obtained from a double producer gas unit. The main engine, and its small 'starter engine' plus double producer gas unit came new to the mine in February 1907. It is known that the Campbell engine was sold to the West of England & Great Vein Clay Co., but did the sale also include the rest of the equipment including the dynamo? Logic suggests that it did, but can any member confirm this?

Nothing is yet known regarding the pumping engine. Did this also go to work 'in the clay'? Can any member throw any light on the fate of this fine engine? Interestingly, the masonry and brick engine house still survives beside the now caved-in shaft.

The mill was equipped with a Blake jaw crusher, Holman pneumatic pumps, Buss vanners and revolving slime tables. This equipment had less than three years use before being sold or scrapped. Does anyone know what happened to this machinery?

**Douglas Westaway**,  
Winscombe Lodge, Kingsgate Close,  
Watcombe,  
Torquay,  
Devon. TQ2 8QA  
douglas.pembridge@tiscali.co.uk

Dear Editor,

### *Waterwheel Horse power*

Over the last few years I've been corresponding with an old gentleman, Glyn Nicholas, now 88, who was born in Camborne and has for many years lived in Peterborough, which is somewhat east of Toronto, where I live. His memories of Camborne, although not of the 'industrial' kind are amazing and I have saved over 200 pages of material he has written to me. This correspondence got me thinking about the years I lived in the Red River valley between Reskadinnick and Roscroggan and how I had many memories of the final years of tin streaming in the valley. In fact this area was my 'playground' and I knew every square inch of it and amazingly my parents allowed me to roam freely as I pleased.

Besides my memories I have some photographs I took and sketches, which are probably unique in that no one else would have the exact same views that I recorded, and I thought I should attempt to put together some sort of visual record of what I have. I've made a start but it's slow going, as I have to keep on finding material to support my memories and to make sure they are correct. Thank goodness for the Internet!

I just got to the point where I started writing about water wheels used on the tin stream workings and I was wondering what sort of horsepower they would have produced. Of course they varied considerably in diameter and width so their horsepower would have been just as varied. Do you know if anyone has ever calculated their output? I'm aware of the formulae used to calculate HP generated by water-powered wheels but it's hard relating these calculations to the way they were used in the tin stream works. Any suggestions as to where I might find this sort of information would be appreciated.

**Chris Stacey**  
cstacey@sentex.ca]

Dear Editor,

### *The fastest steam kettle in the world*

In recent newsletters I have corresponded about the British Steam Car Challenge. I would like to finish this saga.

Most people are by now aware that the steam car "Inspiration" broke the land speed record for a steam-powered car which was held by a Stanley Steamer for 100 years at 127 mph. On the 25 August the "Inspiration" averaged 139.843 mph. and reached 151.085 mph. on its second run, taking 2.5 miles to accelerate and 2.5 miles in retardation. On the 26th an average speed of 148.308 mph. was ratified by the FIA. The location was Edwards Airforce Base, California.

Some technical details that may be of interest are given below:

- Weight 3 tons. Length 25 feet.
- Construction a mixture of carbon fibre composite and aluminium around a steel frame chassis.
- 12 boilers requiring 50 litres of demineralised feed water per minute.
- Fuelled by LPG.
- Superheated steam at 400 °C and 40 bar pressure fed to two stage turbine.
- Development time 10 years.

**John Dickinson**

## **THE FORTHCOMING SUMMER SEASON**

The Society has plans to be represented at a number of venues during the summer. Our space is already booked at Camborne Trevithick Day for April 24th. when volunteers, even for a short time, will be greatly appreciated. We will also be at the following venues:-

- Camborne Show on July 17th.
- Launceston Steam & Vintage Rally, Altarnun, 29/30/31st., May.
- The West of England Steam Rally, Stithians 20/21/22nd. August.
- Bude Stratton Heritage Day, 8th Aug.

## LAST VESTIGE OF HOLMAN BROS. TO DISAPPEAR?

As we write, the people of Camborne, many of them animated by this Society's showing of Holman archive films are being led by a former mayor to demand the survival of the last building dedicated to Holmans Bros, the company that built Camborne into a leading industrial town, known throughout the world for its superior design and products.

Swing shovels have done their work at Holmans Number 3 site near the railway station in Camborne and the statue of Trevithick now looks across at desolation where virtually every trace of the old works has gone. All that is left is the shaky shell of the former Manager's House, the front wall of the showroom abutting Trevu road and the lowered remains of the saw-tooth gable end wall alongside the railway line that once supported the north light roof. The fine granite fronted former Camborne Assembly Rooms that were once the Holman Museum and Apprentice School still stands but without a purpose and with no money for its preservation or conservation. A recent examination of this unlisted building has revealed a number of flaws and its future is in doubt.

The architects, working on behalf of Coastline, a Cornwall Council based

organisation to create housing, are aiming to build 75 affordable dwellings on what should still be a prime World Heritage Site attached to the Cornwall Mining Landscape. The Trevithick Society has been tentatively offered space in sections of the site for which there is presently no funding. This is believed to be a means by which the developers can demonstrate their maintenance of some form of heritage on the site. Present negotiations take in a number of organisations including English Heritage and UNESCO. Watch this space!

**P.M.H.**



## VISIT TO NORTH WREY MINE

The day dawned splendidly with brilliant sunshine and a plentiful gathering of members to visit this little known mine.

North Wrey, at St Ive, has much to offer in remains. The count house has the fireplace wall, back wall and fireplace intact which gives it a sense of mini grandeur which even to this day we can see is meant to impress. The track bed of a former tram way runs in front of the house and from this you can look below into the valley bottom to see the lower adit drainage channel draining murkily.

If you proceed along the track you'll come across a set of remains that can be distinctly seen through the mossy woods - the wheel pit, balance bob pit, angle bob wall/pit, and a crusher.

The records conflictingly indicate the water wheel was 40 or 45ft in size and so would have, in such a narrow valley, dominated the area. On the wheel pit wall can be seen the recess where the

sweep rod would have rotated to move the flat rods back and forth up the hill to the engine shaft. Some repair work has been undertaken on the tail chase end of the wheel pit with stone infill to prevent further collapse. The balance bob pit adjacent to the lower end of the wheel pit has a clear square outline, and visually a depth of three to four feet. The angle bob end at the other end of the flat rod arrangements has a solid wall built into the hill with two solid wing walls, upon which would have sat the wooden and weighted V shaped angle bob structure. This would have rocked back and forth and changed the angle of the flat rods going up the hill so that they lined up with the top angle bob and pump rods.

The water power for the wheel caused much debate. Some members tracked leats through the woods and scratched their heads as to which way water could have been flowing. Was this leat going towards the wheel or coming out of the mine? A large leat curved around the lip of the shaft and seemed to indicate





a need to maintain height to service the launder to the wheel, yet this seemed a precarious position to place the main power supply, and it also seemed some way further on that the leat dropped in height which might be suggestive of water running away as drainage. So this site offered some open interpretations on what could be seen and imagined.

The top pumping angle bob walls remain in good condition, with solid stonework and stand in eerie silence in their mossy comfort. And the shaft nearby offered a stone's throw to dampen curiosity.

Already a picture was forming of all the past activity in this small valley. Some samples of galena were found near the track way by some members, which added to the richness of finds. The mine had a succession of four companies: Bicton and Scawsdon mines, North Wrey Consols, North Wrey Mine, and Bicton Sliver Lead Mine. Although this indicated renewed interest over a period of time spanning from 1850-1897, we cannot tell whether the intention was to make money from shareholders or the silver and lead ore. Like many mines it failed to strike rich ore.

After a couple of hours with guidance around the site to buddles, a horse whim, dressing floors and reservoirs, members returned to the landowner's house. Not only had he been very welcoming to members, and partially

accompanied the walk, but also they very graciously supplied everyone with tea and biscuits.

Many thanks go to the landowners who have been wholly supportive towards the Trevithick Society and also thank you to all 18 of the members who arrived on the day and made the visit a very enjoyable one.

**C. Manley**

## **KING EDWARD MINE**

We are now well into 2010 thinking about, and preparing for, the coming season. The usual winter general maintenance has continued. Further inroads have been made into the scrub on the north side of the large field. The tramway embankment can now be viewed and is in reasonably good condition. The classifier has received its timber preservation treatment and has been tested for leaks prior to it being fitted in position. The winder building is slowly taking shape with the walls being erected as we go to press. We hope to incorporate an engineering and Holman display in due course.

Our annual Open Day is scheduled for April 25th. and plans are well under way for the event.

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

## PUBLICATIONS

The reprint of *Marconi at The Lizard* is complete and the new edition with minor revisions is now available, still at £7.99. *Hard Graft*, Pete Joseph's history of Botallack in the Twentieth Century, should be on sale at the end of March. It is a large format paperback, costing £16.99. Although the last reworking of Botallack was a complete failure, the story is a fascinating one while the business ethics of the Cornish Consolidated Tin Mining Company, who worked the mine, can only be described as 'suspect'. The company was involved at the same time with Phoenix and South Crofty – only the last produced anything of value. There are also sections in the book on the industrial archaeology of Botallack and the pioneering conservation work at the Crowns in the 1980s.

I was mistaken in the last issue in saying that *Cornish Engineering*, Clive Carter's history of Holman Brothers would be available in a revised edition later this year. This will be published in 2011, ten years after it first came out, and 210 years after the company's foundation. There is, I am sad to say, a fault in the print run of *The Harveys of Hayle*, which has cropped the key to two of the maps. We are preparing to print an errata sheet to cover this and will advise purchasers how they can obtain one in due course.

Finally I can now reveal the two volumes to be published later in the year. First, as the Society's 75th Anniversary Publication, I am delighted that Allen Buckley has offered us the chance to publish his long awaited history of Dolcoath. This is a major definitive history and a fitting way to mark our 75 years. It is a particularly appropriate choice as the very first publication of the newly formed Trevithick Society, back in 1974 was the short history, *Dolcoath: Queen of Cornish Mines* by the late T. R. Harris. Allen's book will be published as a large paperback with a limited hardback edition on the same basis as Harveys.

The second volume is the first

appearance in English of *The Mechanical Methods of Dressing Tin Ore*, an 1857 study undertaken in Cornwall by the distinguished French mining engineer Leon Moissenet. Tony Clarke, who discovered the original at the Cornwall Centre, has translated it and we are very pleased to be able to make this rare document available in a limited hardback edition. Both Dolcoath and Moissenet should be published in time for September's AIA conference.

**Graham Thorne**

## COBBLER'S SHOP

Speller's cobbler's shop at Carharrack has been reported in previous newsletters. We are pleased to announce that its transfer to Dairyland near Newquay has been a success. Originally we had hoped to dismantle the structure but complications with other adjacent structures at the site meant we could only transfer the contents. The staff at Dairyland have done an excellent job in replicating the building even down to cobwebs and creeping ivy, even if it is plastic. The writer and Pete Joseph were privileged to accompany Mrs. Florence Combellack, aged ninety nine, the daughter of Mr. Speller, to view the "new" cobblers where Mrs. Combellack was quite moved to see how well and realistic it now looked. Thanks to Mrs. Combellack's daughter, Dr. Myrna Croome, for helping and advising the Society with the project.

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

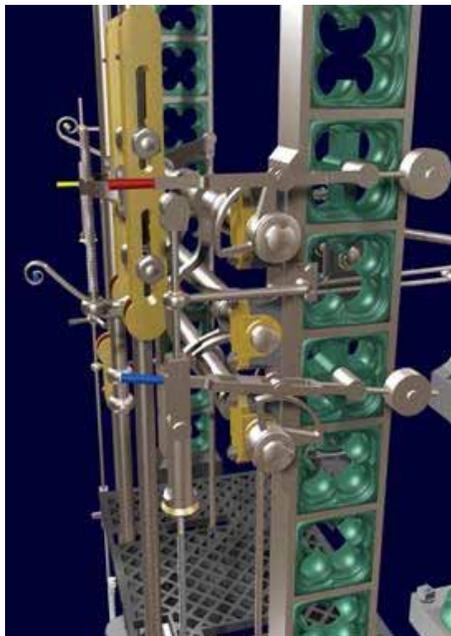
## NAMHO RESEARCH

Please note the change in date for the Research Framework seminar in Carnforth - now Sunday 25 April to avoid a clash with Cumbria Ind. Hist. Soc. conference in Ambleside.

## THE CRUQUIUS MUSEUM

For those who haven't come across it, the informative website devoted to the Cruquius Museum is well worth seeking out. As well as containing a great deal of information on early steam engines the website is dedicated to Cornish engine and Cruquius specialist Jan A Verbruggen Ph D., a past member of this Society. The site has been prepared by Ken Brown and Cruquius specialist, technical draughtsman and computer animator Robert Gisolf who spent a lot of time and energy on technical research. Based on this he made technical drawings of the entire Cruquius machine. This also resulted in some 3D-animations of the engine room and the large engine that already are renowned.

<http://www.cruquiuseum.nl/cornishenginedatabase01>



P.M.H.

## SOUTH HOOE SPECTACULAR

**Sunday 13 June 2010**  
**Midday-6 pm**  
**The Engine House Theatre Opening**  
**South Hooe Mine**

You are invited to an intimate storytelling and theatre event housed in and around the spectacular newly restored Engine House at South Hooe Mine on the banks of the river Tamar. South Hooe Mine is one of only two engine houses remaining on the English side of the Tamar River.

At this celebration of the rich Devon and Cornwall Heritage there will be live music from Dalla, Inspiring Theatre from Kneehigh's Bec Applebee, walk about characters and Storytelling from Clive Fareweather as well as snippets of magical music from Dave Hart from Occupants of the Hedge and bespoke theatre performances from Millfield. It will be a day of stories, music and delicious local food in a spectacular setting all in aid of raising money for the Childrens Hospice South West. Don't forget to bring a rug, a cushion or a seat!

Contact:  
**Daisy Dugmore** (Director in residence, Millfield School) for tickets and more information: tel: 07515 020515 or 01458 444327, email [dkd@millfieldschool.com](mailto:dkd@millfieldschool.com)



## THE PUFFING DEVIL

This winter's maintenance marked the end of The Puffing Devil's first ten years. It seems like only yesterday that John Sawle and I spent two or three weeks making all of the square headed nuts and bolts for the engine.

Being ten years of age, meant that this year's boiler inspection was far more stringent than normal.

First of all, the plugs, fittings, covers and chimney were removed from the boiler to allow the inspector to view all the screw threads. This proved easier said than done, especially with two of the fittings. Firstly, the water level sight glass, which we discovered later to have lock nuts on the inside the boiler. I have subsequently relayed the crew's views on this design feature to John, the engines designer. Next we had to remove the brass safety valve seat. This required a lot of heating and a 4 foot scaffolding tube on the end of a special ring spanner.



Once the inspector had viewed the engine, everything was replaced. A special mild steel plug was used instead of the safety valve which allowed the boiler to be filled with water and pumped up to a higher pressure than normal to prove that it is safe.

Next we had to remove the mild steel plug which moved freely for a couple of turns before stopping. We then changed to plan 'B' replacing the 4' scaffolding pipe with a 10' one. All this did, was to totally ruin the ring spanner, bending it out of all



proportion. Plan 'C' involved having a new ring spanner water jet cut from 30mm thick steel plate which succeeded in doing the job (see photograph).

All that remains to be done now is the normal hot test to make sure that the water pump and safety valve are working. In the inspectors view, there is no deterioration in The Puffing Devil's boiler as it is still in new condition after its first ten years.



On the last outing of The Puffing Devil in 2009, the fire bars finally gave up and started to melt. Over the winter, a local foundry, Terrill Bros of Hayle, very kindly donated a complete new set. The Society and crew would like to hereby formerly thank the managing director, Mr Nicholas Talbot, for his assistance in this matter.

The first outing this year will be Trevithick Day, followed the day after by King Edward Open Day.

**John Woodward**  
Custodian of The Puffing Devil

## **JOB VACANCY LEVANT CUSTODIAN**

The National Trust require a custodian for Levant. As the NT's ambassador at this small site the role will be very varied and comprises :

- managing a dedicated team of staff and volunteers

- presentation and visitor welcome
- developing educational and community involvement
- managing the practical operational arrangements of daily opening
- ensuring that financial opportunities are realised
- promotion of the site through liaison with stakeholders, organising of events and activities

Candidates need visitor services or conservation experience, ideally combined with engineering or other technical background. The NT desire someone with two years in a post, involving direct contact with the public and responsibility for a range of administrative duties and budget management.

NT Grade 8.

Closing date 30 April

Email: [David.Milne@nationaltrust.org.uk](mailto:David.Milne@nationaltrust.org.uk)

## **FUTURE THINKING**

The Society's Council was addressed at its March meeting by Mr Ian Saltern of Stratneet who had been invited to talk on the subject of the Society's future. There was a lively discussion at which the members posed a great number of questions to Mr Saltern. All agreed that the Society should seek ways to share its substantial archive of learning and artefacts with researchers, educational establishments and the community.

Just how the years' of accumulated knowledge can best be disseminated through the latest forms of communication and how the funding can be obtained will be the subject of subsequent meetings with Mr Saltern. Progress in this venture will be reported in these columns and members are welcomed to contribute their advice and ideas. Please respond to the Chairman, thank you.

**P.M.H.**

## HOLMAN FILM ARCHIVE

The Holman film archive was featured in newsletter 146. Since then we have shown the films to five audiences at four different venues with a viewing audience of over nine hundred. The main feature was "Serving the World", a tour of Holman's works and made up the first half of the programme. There followed an intermission for tea, a little chat and, hopefully, some sales. The second consisted of a number of short films covering such subjects as the Holman projector, the Rotair compressor, the Dustuctor and salvaging HMS Warspite, where much use was made of Holman compressors. The initial evening was held at the Camborne Wesley Chapel when we had an audience of some five hundred and forty. Our films were augmented by the Holman Climax Male Voice choir who opened and closed the proceedings in their own inimitable style. We were pleased to have with us on that evening Mr. Nigel Holman, son of Mr. Treve Holman, late chairman of the Society. He spoke of his sadness over what had happened to such

a world famous company as Holman Bros. The films were introduced on each of the evenings by Ted Gundry, who at one time worked for Holman's, but who is better known locally for his days with the BBC on the radio. Ted's skills have been put to good use in interviewing a number of Holman staff already. We have also staged three days of "memory shops" at the Camborne Town Council offices. These created much interest and hilarity with past employees of the Holman group. Many of these people came with papers, photographs and "Jan Lukes" to give to the Society. ("Jan Lukes" were unofficial jobs done at the factory). Many were happy to give their details and permission to be interviewed and recorded in the forthcoming months. The DVD, "Serving the World", a forty minute film has proved a best seller. It is available at £6-50 inc. p. & p. through the secretary whose details are on the back cover.

Thanks to members to have helped the make the evenings and the memory shops a success namely Roy Blewett, Pennie Hallows, Phil. Hosken, Roy Kelynack, Nigel Kendall, Keith Letchford, and George Wilson.





Thanks also to Azook, the community interest company who have done much of the organising and to Reg. Bennett, Camborne Town Clerk whose help and advice has been so beneficial.

Special mention must be made to the staff at the Cornwall Centre, in particular Kim Cooper, who even made her husband turn out to help with a computer problem and also to the Camborne Wesley Centre, especially Mansell Williams, late Climax, who put much effort into making the evening a success.

To the uninitiated the Holman group included Climax Engineering, Maxam Ltd., Goodyear Pumps, Drop Forging Co., and Saxton Drilling.

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



## HARVEY ENGINE: HEREFORD WATERWORKS MUSEUM

An unfortunate omission from the list of surviving and accessible Harvey engines in our recent reprint of *The Harveys of Hayle* is this 1851 Single Column 20" Rotative Beam Engine designed by James Simpson. Originally installed at Ely Wells, Cardiff, and later at Rhiwbina and Llanishen Reservoir, it is the property of the National Museums of Wales. It is on long term loan to the Hereford Waterworks Museum because it is identical to two engines installed at Hereford in 1856 and 1862. The engine occupies the exact site of the original 1862 engine and a large original lithograph is displayed alongside it. The Hereford engine is operated by a concealed electric motor and coupled to a twin ram pump.

The Waterworks Museum is at Broomy Hill, Hereford, adjacent to the River Wye in premises dating from 1856, and has a magnificent collection of steam,

gas and diesel engines. For opening times see [www.waterworksmuseum.org.uk](http://www.waterworksmuseum.org.uk) I am grateful to Dr. Noel Meeke, MBE, Chairman of the Museum Trustees for this information.

James Simpson (1799-1869) was a civil engineer, specialising in waterworks. He succeeded his father Thomas as Engineer of the Chelsea Waterworks and those at Lambeth. He also designed waterworks at Windsor Castle and Bristol and extended the wooden pier at Southend on Sea from 1,800' to 7,000' in 1835-46. President of the Institution of Civil Engineers in 1853/4, he followed J. M. Rendel and was succeeded by Robert Stephenson, which gives an idea of the esteem in which he was held by his contemporaries.

**Graham Thorne**



## SOCIETY MEETINGS

### West Cornwall Branch

Meets at King Edward Mine at 7.30pm.

**16th April 2010**

*To be announced.*

**22nd May 2010**

*Annual General Weekend at Hayle.*

(Full details to accompany this newsletter)

The next Council Meeting is scheduled for July.

### East Cornwall Branch

Meets at various places, please check the programme for details.

**Tuesday 20th April**

**7.30pm Liskeard Public Hall.**

*Industrial Archaeology of the Tamar Valley* by Owen Baker.

An illustrated talk about the mines and mining in the Tamar valley.

**Tuesday 29th June**

**7.30pm Liskeard Public Hall.**

*Fowey Consols Mine in context.*

by Jim Lewis author of 'A Richly Yielding Piece of Ground': The story of Fowey Consols.

**5th July – 16th July**

**Stuart House: Weekdays 9.30am-3.30pm, Saturday 9.30am-12.30pm**

*William West Reflections*

A display showing the imagery of a photographic competition, images depicting William West's influence around East Cornwall, the sites, landscapes and industrial remains that can be seen in and around Caradon Hill, Callington, and Gunnislake.

**5th July- 30th July**

**Liskeard Museum: Weekdays 11am-4pm, Saturday 11am-1.30pm**

*An exhibition showing the life, the works, and influences of William West.*

He was an innovative and inspiring engineer whose career was sparked as a boy when holding a candle for Trevithick as Trevithick worked on plans of the Catch-Me-Who-Can Locomotive. This exhibition is in celebration of The Trevithick Society's 75th anniversary.

**Tuesday 13th July**

**Liskeard Public Hall 7.30pm**

*Inscribing a Landscape: the Cornish Mining Heritage Site*, an illustrated talk by Ainsley Cocks, World Heritage Site researcher.

**Saturday 7th August**

**11am-approx 2pm**

*A walk, discovering Phoenix United Mine* by John Manley, local historian.

Meet at Minions car park, near Houseman's Engine House. You will need footwear to suit rough terrain, and suitable clothing for moorland weathers.

**Tuesday 7th September**

**Liskeard Public Hall 7.30pm**

*Caradon Hill Project*

A talk by Andy Robinson, Principal Officer, Caradon Hill Project - straight from the horse's mouth, find out about the project which plans to preserve and present the industrial archaeology of the Caradon Hill area.

**Tuesday 19th October**

**Liskeard Public Hall 7.30pm**

*Making the Connection....the Liskeard to Looe Canal*

An illustrated talk by Mark Camp, a blue badge guide, author and local historian.

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