THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK

NEWSLETTER 199 SPRING 2023

A photograph from the Society's Holman archive - a CompAir Holman Zoomtrak.

Reg. Charity No. 1,159,639

EDITORIAL

I have edited the Society newsletter since issue 91 in November 1995 and have produced over half of the Society newsletters since they were first issued in 1972. In that time they have changed from a few stapled A4 sheets to the present A5 format. Technological changes have also seen the newsletters alter from black and white to colour.

Before I started editing the quarterly newsletter each edition was typed out and handed to the printer together with any photographs. The printer then manually laid out each page and photographed it before preparing the printing plates. Subsequently, each issue has been desktop published with the content typed or cut and pasted into a DTP programme, which then generates an electronic file for the printer to feed into his computer system. It has become a seemless and simpler process where I no longer need to visit the printer. The newsletters themselves are delivered to Kingsley, who together with other Society members, places them in labelled envelopes ready for the Post Office.

The time has now come for the Society to search for a new newsletter editor. No doubt it will benefit from an injection of fresh ideas.

Please contact me on whealagar4@gmail.com if you would like to become the next newsletter editor. The Society will provide the necessary DTP software (I am using Adobe Indesign) and I am on hand to help in the transition.

CNF

KING EDWARD MINE

King Edward Mine is losing financial support from Cornwall Council. As a result, King Edward Mine has decided to stop offering Society members a discount in their shop. The good news is that Society members will still get free entry to the complex.

NEW MEMBERS

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

Rachel Bennett	Liskeard
Alan Charlesworth	Camborne
Spencer Johnson	New Zealand
George Le Hunte	Camborne
Abigail Reynolds	St Just

DECEASED MEMBERS

The Society is saddened to report the passing of Ian Evans from Ruan Minor. Rev. Acworth from Havant has also passed away and he had been a member since 1969.

Copy date for next newsletter:

June 15th 2023

TM

Established 1935

MYSTERY NAIL

The nail shown in the attached photographs was found during the de-nailing of an old timber baulk during the restoration of an 1830s building in Sunderland. Whilst all of the other nails that were extracted came out straight, the "loop" in this one caught the developer's eye and he asked me if I knew what it was or, if not, could I try to find out. With my industrial archaeology experience being at an amateur level I did not know. Therefore I wondered if someone in an organisation such as yourselves may have any ideas. The building was commissioned by a local shipbuilder therefore it is possible that the baulk may have been re-cycled from an earlier withdrawn or salvaged wooden vessel which was a common practice to avoid the Timber Duties of 1815-60.

The nail is 125mm long and is, as far as I can ascertain so far, characteristic of an early machine-cut wrought iron nail having burrs on the same side and having two sides parallel and the other two sides tapered. The wrought iron sheet from which this nail was cut was comprised of three fibres and these are parallel with the shank of the nail.

The "loop" in this nail affects two of the three iron fibres. Measurements have shown that the distortion has elongated the two fibres by 3.5mm or 10% of the length of the distortion. Interestingly, there are no signs of stretching or distress in the elongated fibres which certainly would have occurred in a steel nail. This, of course, could well be a characteristic of wrought iron as opposed to steel. The end of the nail is flush across all three fibres which begs the question - Were the two distorted fibres originally longer than the third straight one and they all became flush when the distortion was induced?

This, however, seems highly unlikely as the manufacturer would have to know that the nail would, in fact, distort and by how much, which is very imprecise to say the least. Plus the fibres would have to be de-bonded on manufacture which, no doubt, would produce a weakened nail. To induce the "loop" at the manufacture stage begs the question why and how, the latter being time consuming even with suitable machinery and therefore costly especially when batch producing nails by the thousands.

Logically, the nail must have been straight when it was driven in, otherwise the "loop" would have made insertion very difficult. Plus the top part of the nail between the "loop" and the head would have been left loose in the subsequent elongated hole in the timber with consequent loss of adhesion. I have been advised that, very occasionally, the fibres of wrought iron nails can de-bond when being hammered in, thus distorting one or more of the fibres. This could explain the bend in two of the fibres of this nail. Whilst it is unwise to speculate without all the facts, it is probably fair to assume that the distortion would have most likely have occurred either during the final stages of insertion or somehow during its life in the timber.

I have been advised that the nail may have been a "clinch" nail which, apparently, were widely used

in the construction of wooden ships. However, having spoken with the joiner who de-nailed the baulk, he said that he had to destroy the surrounding timber to extract the nail due to the resistance of the "loop" in the nail. All of the other nails in the baulk were straight and therefore pulled out relatively easily. However, if the nail had been clinched, what happened to the 180-degree clinching bend? There is no way that the bend could have been straightened by pulling which, of course, is the whole purpose of clinching.

I enquire, therefore, if anyone in your organisation has ever come across a nail with such a "loop" or can advise what may have caused the distortion.

I have been in contact with local organisations without much success and am therefore spreading my enquiries further afield. After all, someone somewhere must know the answer!

The developer and I will be most interested in your response. I am advised, that should the nail be deemed unusual, it may be displayed in the re-furbished building with an explanation of what may have caused the distortion.

Colin Meddes
07752 518988

TREVITHICK LIBRARY

Cardiff University has a library called the Trevithick Library which provides information resources for engineering, physics and astronomy. It is located on the first floor of the Trevithick Building in The Parade off Newport Road.

TREVITHICK DAY

Trevithick Day will take place on Saturday 29th April in Camborne. The theme this year for the window competition is "Richard Trevithick, Camborne and Cornwall". The window displays in the town are always good and ever improving, so do make time to view them on Trevithick Day.

The Trevithick Day website www.trevithickday.org.uk has all the details of this year's event, plus a delightful animated video about Richard Trevithick.

LEVANT

The National Trust is finally coming to the end of the conservation planning process at Levant and during April it will be consulting with various stakeholders on the final draft of the plan.

As we said at the beginning of this project nearly a year ago, the National Trust is really keen that as many people as possible feel able to feed into the process and share their thoughts.

Below are the links to the summary *Conservation Management Plan* document and to the online response form. Please do take a look online and have your say.

www.bit.ly/LevantCMPsummary

www.bit.ly/LevantCMPfeedback

Oliver Wright

THE HOLMAN HORROR

When I picked out the cover photograph from the Holman archive, I ventured online to see if there was any information about the CompAir Holman Zoomtrak. I found nothing apart from photographs of the Tamrock Zoomtrak which looks very similar. So, presumably CompAir Holman was manufacturing it under license.

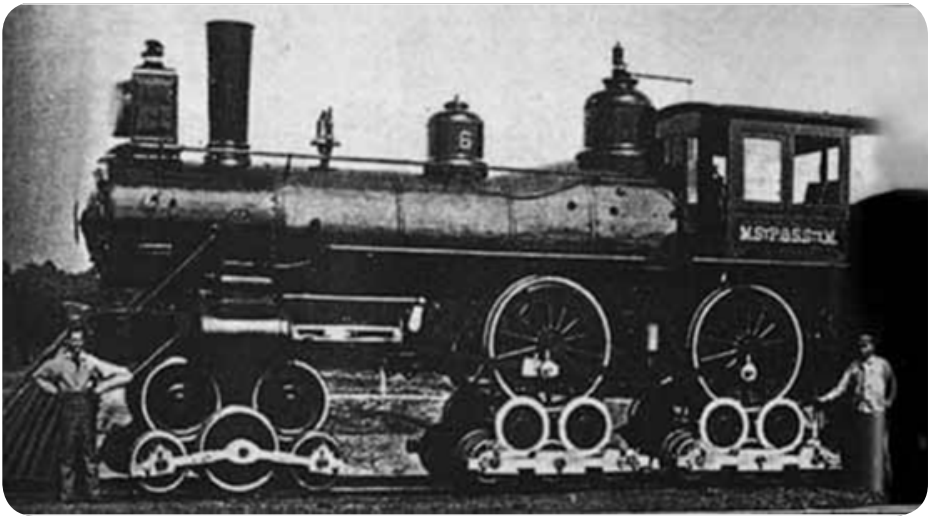
Whilst undertaking this search I came across an article about the 'Holman Horror'. This has nothing to do with Holman Bros., and instead was a very strange contraption built by the Holman Locomotive Company, in 1887, in Philadelphia, with the engine mounted on two sets of extra wheels or rollers. It ran for a few trips on a straight railway in New Jersey and was apparently used as a part of a stock market swindle. This scam must have been lucrative as a second modified locomotive was constructed in 1897 following the issue of share certificates by the Holman Speeding Truck Company in 1896.

CNF

RICHARD TREVITHICK

Recently, on the facebook page of Arlington Fleet Services Ltd., there was a report that the above train had been released from their paintshop. "A naming ceremony was held with ex Cardiff Canton staff to see the loco named 'Richard Trevithick' whilst temporarily carrying its old number 56037 and a BR arrow on one side. The number was changed to 69007 and the arrow replaced by a GB Railfreight logo before departure."

Ralph Ingham



LEVANT AIR PUMP VALVE

This is following on from the report in the last newsletter. Once all work was completed the iron parts were shot blast and painted with two pack polyurethane before assembly and refitting.

John Woodward

The rubber diaphragm and main casting.

The fully assembled air pump valve.

PASSMORE EDWARDS BICENTENARY

Born in Blackwater in 1823, of very humble beginnings, John Passmore Edwards went on to become a City journalist, the owner of a leading London newspaper and the MP for Salisbury. On this path he became a very wealthy man, but what set him part was his benefactions. He was a life-long champion of the working classes which is best remembered by the funding of over 70 major buildings including libraries, hospitals, schools and art galleries. A significant proportion of these were in Cornwall with his first bequest funding the Blackwater Village Institute in 1890. His other Cornish works include the St Agnes Miners and Mechanics Institute, the Newlyn Gallery, a children's wing at the Camborne-Redruth Miner's Hospital and libraries at Camborne, Falmouth, Liskeard and Bodmin. Perhaps the catalyst for his legacy was a letter from the vicar of Mithian, in 1889, asking for a few books for a men's reading room he wanted to create in Blackwater. The response was 500 books plus the promise to fund a new building.

Dean Evans, who will have spoken to the Liskeard Branch about *The Passmore Edwards Legacy*, by the time you read this, has been instrumental in marking the bicentenary of John Passmore Edwards' birth. To that end a programme of events has been assembled, most of which are in Cornwall. See:

thepassmoreedwardslegacy.co.uk/bicentenary-festival-programme

John Passmore Edwards, who believed that by 'funding the ladder' through bequests and philanthropy the poor might be better able to 'climb'. Such was his conviction, that by the time he died, in 1911, he had given away more than 90% of his personal fortune, making him one of the greatest late Victorian philanthropists. Perhaps, most remarkable is the way many of those impressive, well built public buildings, continue to serve their communties over a century later.

Dean Evans, 2011. *Funding the Ladder.* Francis Boutle Publishers.

CNF

The Passmore Edwards Free Library in Camborne. Architect: Silvanus Trevail.

THE PRESIDENT PUMPING ENGINE, LEHIGH VALLEY, PA, USA

The Pennsylvania Historical and Museum Commission (PHMC) in December 2022 nominated the President Pumping Engine, once located near the village of Friedensville, to receive a State sponsored historic marker to be placed near the entrance gate of the property that includes the engine house ruins. Once installed, this marker will join the more than 2,500 existing blue and gold markers located on city streets and along country roadsides telling the rich history of the State.

The engine house that held this historic engine is now a massive stone walled ruin sitting aside a water-filled mine pit once known as the Ueberroth Mine. While the engine house remains are visible from the road, access to the ruins and surrounding property is presently restricted. Prior to 1900, the location held what was the largest and most powerful, single cylinder, rotative stationary steam engine ever constructed anywhere in the world and the largest beam engine built in the United States. Its purpose was to lower the water level in the mine so that rich zinc ore could be extracted. The President Engine, as it was called, was said to be named after U.S. Grant, the sitting President at the time of the engine's inauguration in 1872. The mines in Friedensville during that period were owned by Philadelphian investors, but the mine management, senior miners, and technical specialists were largely emigres from Cornwall. Because Cornwall was world renowned for hard rock mining know-how and steam technology expertise in mining applications, Cornish miners and their families were recruited

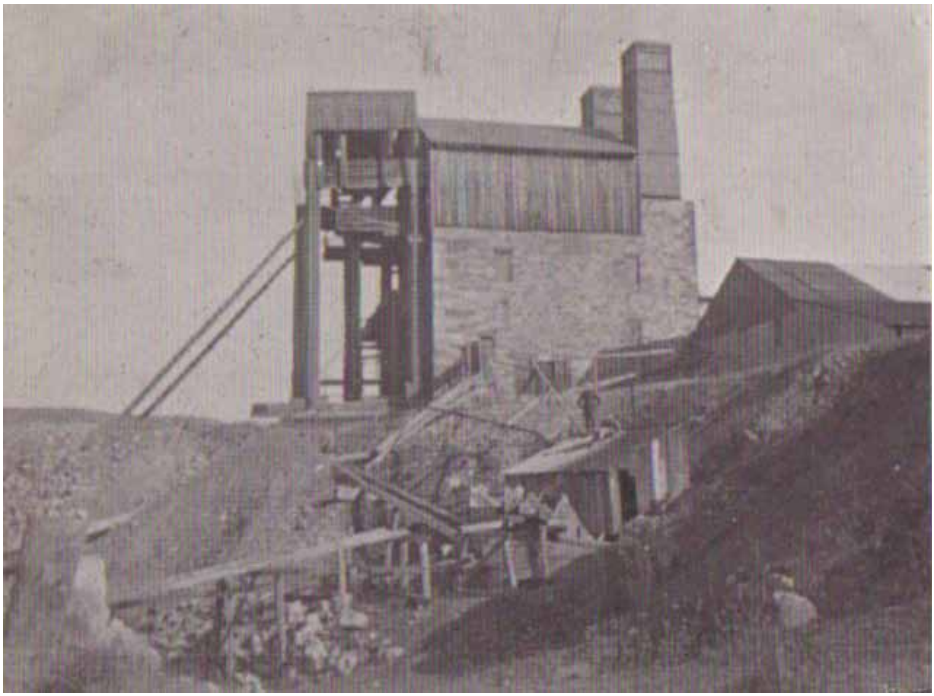


Figure 1: Postcard taken from within the Ueberroth Mine pit facing The President Engine House showing the walking beams and the pump rods. The photograph is circa 1875. Attribution is uncertain.

Figure 2: Concept Rendering showing the “front” street-side view of the engine house once stabilised and repaired. The boiler is shown on the lower left of the rendering. Attribution is Spillman Farmer Architects.

to come to the Friedensville mines, a birthplace of the zinc industry in the United States. The designer and erector of The President Engine was John Gartrell West, an accomplished mechanical engineer who was born in Crowan, near Camborne. The mine captain during this time was Richard Pascoe who was born in Breage and moved to Crowan in early childhood and later to Rosewarne. Both West and Pascoe emigrated to the United States in the late 1840s.

The ruins of this house-built engine are the only surviving example of a Cornish style pumping engine house in the United States. From historical records, we know that there were other examples in eastern United States, but these structures no longer exist.

Since 2014, a small team of dedicated individuals have worked to draw awareness to The President Engine and the

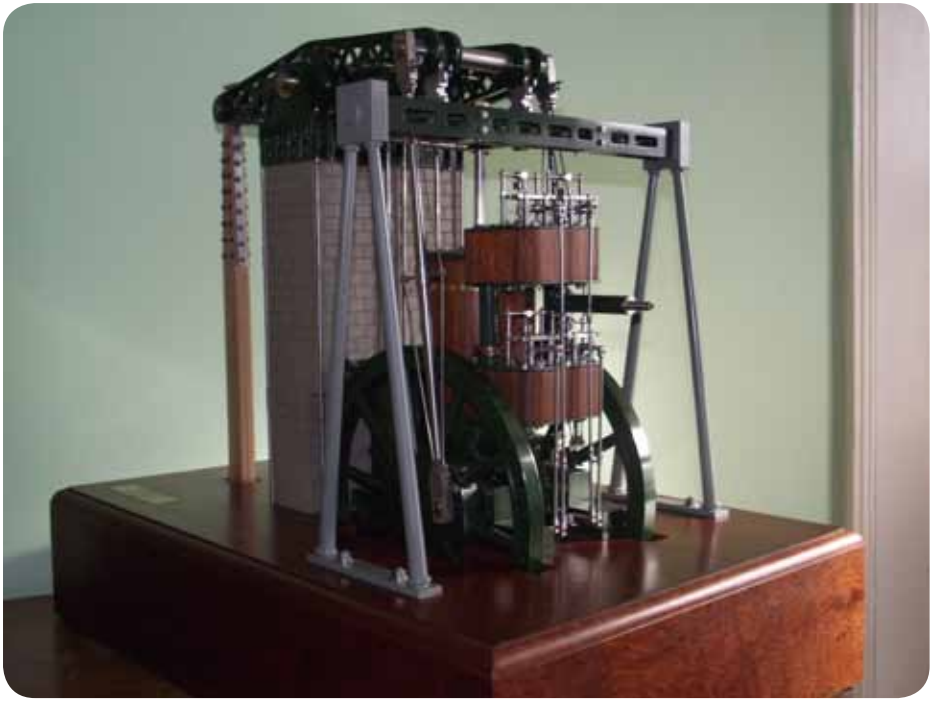
Figure 3: Concept Rendering showing the “pump side” of the engine house once stabilised and repaired. Attribution is Spillman Farmer Architects.

importance of preserving the Friedensville location as a surviving example of a major mining and mechanical engineering achievement and of Cornwall's influential role in both mining and steam technology. In recent years, two of these individuals have been recognised as Cornish Bards by the Gorsedh Kernow for their role in furthering Cornish identity in the United States by bringing attention to The President Engine. For his role in promoting the recognition of The President Engine, Dr. Damian Nance of Stratford, CT, was recognised as a Bard (bardic name Karrek meaning "rock" in Cornish) in 2018 and, in 2022, Mark Connar of Bethlehem, PA, was recognised as a Bard (bardic name Jynn meaning "engine" in Cornish). On the day following the Gorsedh ceremony in September, Mark was invited to be interviewed by BBC Radio Cornwall. In his remarks, Mark highlighted the foundational role that Cornish-born mine leadership and engineers played in the birth of the American zinc industry and in the creation of this world scale steam engine, the essential machine required to support continued work in the Friedensville mines which have been described as the wettest mines in America.

The year 2022 represented the 150th anniversary of the start-up of The President Engine and several recognition and preservation initiatives are now underway. Despite the engine being reduced to scrap in 1900, we do know a lot about its design. A scale model of the engine, created by Anthony Mount of Bampton, Devon, is the centrepiece of a display on The President Engine at the National Museum of Industrial History in Bethlehem, PA, a Smithsonian Affiliate. Guy Janssen of Schelle, Belgium, made a 30-minute animated movie concerning the Friedensville mines highlighting the Ueberroth Mine and The President Engine.

Figure 4: Display on The President Engine at the National Museum of Industrial History in Bethlehem, PA. Attribution is NMIH.

Figure 5: Close-up view of The President Engine scale model made by Anthony Mount. Attribution is NMIH.



This movie can be viewed on youtube.com and on the Friedensville mines website.

The only surviving metal component of The President Engine system, a 30-foot-long plain cylindrical steam boiler, was rescued in January 2023 from a, soon to be razed, former furniture factory in nearby Allentown, PA. Its existence was passed down through generations of factory owners and, from them, to local historians. The plan is for the boiler, which is now stored in a building near the former mine site, to eventually return to its home location as a display positioned approximate to where the boilers were originally located. The boiler tank was one of twenty-two, in nested pairs, which formed The President Engine steam system. Twenty were kept in continual operation. Due to the hardness of the water, a standing crew descaled a boiler pair on a rotating basis. The boiler tanks were redeployed in 1901 after the engine was scrapped. The recovered boiler found service as a water tank in the basement of a newly constructed furniture factory. All the other boiler tanks were all lost to time and the scrap drives during the World Wars, while this one continued its intended service until the building's utilities were severed in advance of its scheduled demolition.

Lehigh University, the owner of the property where the engine house ruins are located, has provided leadership and funding for planning efforts associated with preservation of the ruins. They have received matching fund assistance from both national and state level historical commissions. Conceptual plans have been developed on what a public space at the location might look like. Lehigh University continues to seek opportunities to improve the property and to make the

Figures 6 & 7: Engine House Ruins taken from a drone camera showing engine house, pump shaft and the water filled mine pit. Attribution is Brad Lang.

ruins accessible to the public with historic interpretation.

The Ueberroth Mine was the largest of five mines in the Friedensville area operating in the 19th century. The mines operated from 1853 until 1893. For most of the mines' operating life, the zinc ore extracted here was transported for miles by mule trains and carts to Lehigh Zinc Company's manufacturing plant in South Bethlehem. Lehigh Zinc was a state-of-the-art enterprise employing over 700 people and represented the first industrial age business in Bethlehem, preceding Bethlehem Iron Company, the predecessor of Bethlehem Steel Corporation. The mine and Bethlehem plant collectively are considered a birthplace of the zinc manufacturing industry in the United States, as the first fully successful commercial production of zinc oxide, and the first American factory to manufacture metallic zinc. In the 20th century, zinc mining in Friedensville was resumed by the New Jersey Zinc Company. They operated an underground mine from 1958 until 1983 when the properties were then acquired by the Stabler Land Company. Lehigh University acquired the property in 2012 as part of a much larger land donation by the Stabler estate. Donald Stabler (Lehigh, class of 1930) was a major Lehigh University benefactor.

More information about The President Engine and the Friedensville zinc mines is available on www.friedensvilleminesheritage.org.

For more information on visiting the National Museum of Industrial History, where Anthony Mount's scale model is on display, visit www.nmih.org. Damian Nance has commented on The President

Figures 8 – 10: Photographs of the 33-inch diameter boiler being pulled through a doorway in the building made from a window opening. Photograph of the boiler in the basement as it was being lifted from its location as a water tank. Attribution for this entire set is NMIH.

Engine in several of his articles for the Trevithick Society, but the newsletter article from 2013 (No.162), *Beam Engines in America X: Lehigh Zinc Company's 110-inch engine, "The President"*, is the comprehensive study. Mine historian L. Michael Kaas has written two papers related to the Friedensville mines for the Mining History Journal. In the 2014 Journal, his article *Richard W. Pascoe, Mine Superintendent*, discusses the career of this Cornish born mine captain. In the 2016 Journal, Kaas provides us with a definitive review of the Friedensville zinc mines, *The History of Zinc Mining in Friedensville, Pennsylvania*.

Mark Connar

FIRST TUBULAR BOILER

Whilst reading a book entitled *Copper through the Ages* which was published in 1934 by the Copper Development Association, I came across an interesting note that "the first fire tube boiler ever constructed was that which provided the steam for the pumping engine at Wheal Busy in Cornwall. At the suggestion of Boulton in 1780 this boiler, which was 26 feet in length, was fitted with four copper tubes, each 20 inches in diameter; the flames from the fire passed through two of them and returned by the other two. In spite of this early example, however, the fire tube boiler appears to have been practically reinvented some years later for application to steam locomotives". The origin for this gem of information came from page 283 in Samuel Smiles *Lives of Boulton and Watt* (1865), quoting preserved correspondence between Boulton and Watt.

CNF

Figure 11: Boiler tank loaded on lorry ready for delivery to Lehigh University's storage building near the mine site with Damian Nance (left) and Mark Connar (right) in the photo. Attribution is Lehigh University.

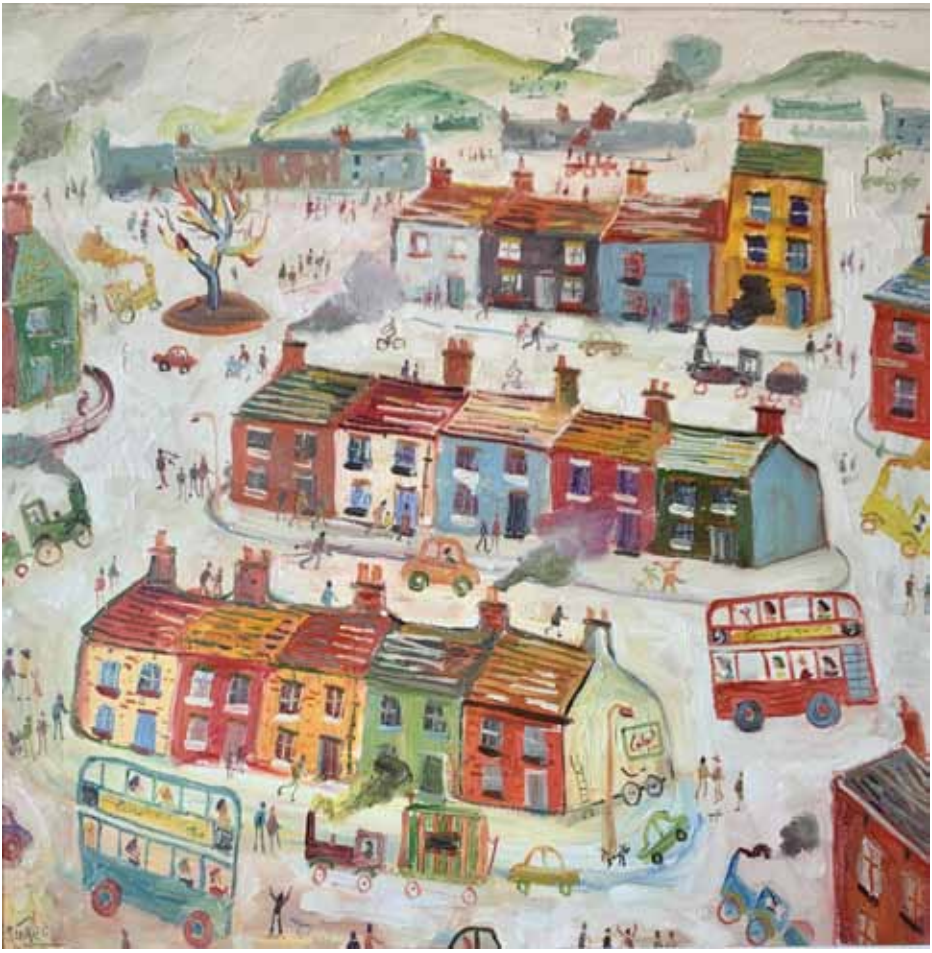
GOING UP CAMBORNE HILL

The artist Simeon Stafford was evidently inspired by Trevithick Day to spend a few minutes splashing paint about. The oil painting below is entitled 'Going up Camborne Hill Coming Down' and sold for £1350 at Lay's Auctioneers. A second, similar one, called 'Going up Camborne Hill' depicts a parade of traction engines travelling through streets lined with cheering crowds. It is for sale at Cheshire Art Gallery for £3,499.

Simeon Stafford was born in Greater Manchester in 1956 and relocated to Cornwall in 1996. As a child he was encouraged to paint by L.S. Lowry and has sometimes been referred to as 'Cornwall's Lowry'. His works are described as "joyful and happy and have inspired thousands to pick up a brush ... and his work is the centrepiece of many private collections, including that of the late Queen".

Each to their own!

CNF



OPERATION TREVITHICK

MPower Kernow Community Interest Company (MPKC) is a new social enterprise established to create an unique technical training centre for STEM, Construction Industry and Environmental Technology skills. This ambitious and exciting project has been developed by Duncan Mitchell and Mervyn Allcock MBE at the Grade 2* listed turntable complex at St Blazey.

Phase 1 is called “Operation Trevithick” and is centred around the restoration of the steam locomotive turntable and redundant parts of DB Cargo’s railway depot in St Blazey. A 25 year lease has been secured for the turntable and associated buildings; formal “Listed Building Consent” has been received, and a grant of £54,500 has been awarded by the Railway Heritage Trust towards the restoration of the turntable.

The day after Trevithick Day, the Flying Scotsman is touring Cornwall and this will need turning using the St Blazey turntable. Spurred on by this prestigious deadline, the volunteers, assisted by contractors from Henwood Engineering, have been busy stripping the turntable into its key components. This has seen the drive gear removed to the workshop, various brackets and walkways removed, and the main bridge, carriages, wheels and vacuum tanks prepared for final dismantling by crane. All the bolts holding the turntable together have been undone (or, as in many cases after 70+ years of seaside air, cut off!), enabling the main bridge to be jacked up clear of the carriages. The carriages will then be sent to the various contractors for repair, with the main bridge being restored in situ.

The request to turn the Flying Scotsman has also focussed the MPower team on the need to find a way to upgrade the track between the National Network and the turntable such that it can be traversed

by steam locomotives. This upgrade will have an ongoing and significant economic benefit to Cornwall, returning the turntable to use as an asset connected to the National Railway Network with open-access for train operators. For instance, there are several charter trains booked for later in 2023, and the turntable facilities will no doubt unlock additional interest in future railtour operations to Cornwall.

Restoring the turntable and creating a servicing facility for steam locomotives running on the main line will provide opportunities for teaching a wide range of practical STEM (Science, Technology, Engineering and Maths) and construction industry skills. Ultimately it is expected that delivery will include on site practical training for a wide range of ages and abilities. However, the key focus at present is the provision of entry level training, particularly for learners that are either NEET (18 – 25 and Not in Employment Education or Training) and/or with SEN (Special Educational Needs). A few small pilot projects have been run with very limited funding from a supportive local benefactor and Par Bay Big Local. These pilots have been exceptionally well received and Cornwall Council Adult

MPower Kernow
Engineering and Construction Skills - Lessons that Last a Lifetime

Social Care have approached MPower to provide SEN training directly.

It is anticipated that, from September 2023, the MPower project will deliver formal entry level qualifications. MPower are currently in discussion with specialist education providers to collaborate in this provision. Given the direct rail access, the MPower site is also an excellent opportunity to involve third party stakeholders to collaborate in delivery of rail industry related skills training.

MPower Kernow's aim is to inspire the community with a sense of pride in Cornwall's engineering past whilst equipping future generations of Cornish men and women with the technical skills required by modern industry.

MPKC and its Phase 1 development, "Operation Trevithick," will shine a light on the world of engineering and construction, opening people's eyes to the practical world of making things, planning, problem-solving, building, and working together. MPKC will motivate people to explore career paths and opportunities that are possible with engineering, practical trades and emerging technologies. It will also harness the incredible stories of historic Cornish engineers and innovators to inspire this interest and explain many technical principles using a hands-on, practical approach to learning.

St Blazey depot is a remarkable survivor on the modern railway. It was built in 1874 as the headquarters of the Cornwall Minerals Railway, which linked the harbours of Fowey and Newquay. Much of this infrastructure remains as the Newquay line and Par Harbour Freight Branch. Restoring this historic industrial relic to enable it to continue servicing railway locomotives, whilst providing a high quality training facility, is highly praiseworthy!

For further information see:

www.mpowerkernow.org

PUFFING DEVIL

The next outing for the Puffing Devil will be on Trevithick Day. Before that she will undergo her annual boiler test. This year the two stage boiler test is taking place on two separate days, which helps the boiler inspector maximise the number of steam engines he can inspect in a day. The cold inspection takes place first and the inspection hatch, firebox front and firebars have been removed in readiness, so the inspector can crawl inside the firebox and run his ultrasonic tests. The inspector will then return the day before Trevithick Day for the high pressure test to ensure the boiler is sound, the safety valve operates at the correct pressure, the pressure gauge is accurate and the water pump is working, etc.

The Puffing Devil has been filmed for one episode of a new series to be broadcast on CBeebies later this summer. More about this in the next newsletter as we are sworn to secrecy until the new series is advertised.

By the time you read this the Puffing Devil trailer should have been sand blasted and repainted in a new livery. The trailer is over twenty years old and in need of refurbishment - the chassis is sound but looking shabby. The tyres have been replaced at a cost of £500. This was just in time despite the tread showing little wear. However, the walls were cracking and when the new tyres were fitted one of the old tyres disintegrated. Next the hydraulics and electrics are going to be overhauled.

On Trevithick Day the Society should have a very good presence with the yellow tent tended by a rota of volunteers organised by Sheila Saunders. The Puffing Devil will be operating just around the corner in Basset Street, where she will have the street to herself for the day.

A new set of firebars is also having to be cast. As can be seen on the photograph seven of them have fused together, welded by the heat of the coal fire. The top firebar in the photograph is a good one, whilst the one below that has a crack in the middle and is unlikely to last the year. Firebars are sacrificial and this new casting will be the third set in twenty years.

CNF

The Puffing Devil in store for the winter.

SOCIETY MEETINGS PROGRAMME

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

Liskeard: 7.30 pm start at The Emily Hobb room (downstairs), Liskeard Public Hall PL14 6BW.

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

Friday 2nd June (Liskeard)
Charlestown - its part in the export of minerals and china clay.
By Lyndon Allen.

Friday 9th June (KEM)
Cornish coastline "Sets and Spells" Part 2
By Roger Radcliffe.

Friday 7th July (Liskeard)
Memories and Sketches of a C20 Caradon Miner.
By Brian Oldham.
Please note: this talk will not be streamed over Zoom.

Friday 14th July (KEM)
Wherrytown and the mine in the sea.
By Kevin Camidge.

August
No talks but we try to organise a local visit or walk.

Contact:

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For up-to-date news check:

http://www.trevithick-society.info

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

Also:

- 10% off book purchases at Tormark.

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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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