



THE CHINA CLAY HISTORY SOCIETY

THE CHINA CLAY MUSEUM, WHEAL MARTYN, CARTHEW, ST. AUSTELL PL26 8XG

THE Society has been active in giving support to the events which have taken place over the summer in commemoration of the Clay Strike of 1913. These events culminated on 1st September with a walk, a debate, and a film show at Bugle. Particular thanks go to Jenny Moore for much painstaking work in organising and helping with these events.

In June, members of the Society enjoyed a visit to the Tregargus Valley, a former centre of the China Stone Industry, which was led by John Yeo, a member of the Society and a Trustee of the Tregargus Trust.



The Society was represented at a reunion meeting of former members of the staff of Heavy Transport, held at Par Moor on 27th July.

The Archive has recently been given important collections of material, which was in the possession of Barry Grime and Laurie Stuthridge, including documents relating to the Metalliferous Mining Industry in the St Austell area. We are extremely grateful for these additions to our collection.

Museum News

IT has been a busy time here at Wheal Martyn. The Café refurbishment has been storming ahead and, with a fresh kitchen team on board, diners are enjoying some new and tempting dishes alongside the old favourites. The official Café opening held on 12th September was a great success, with delicious dishes available to try and guided tours on offer. We were delighted with the support from the local community and fun was had by all.

We have some exciting events coming up. Join us on Sunday 29th September for brunch, with live music and circus skills while you can enjoy dishes like smoked salmon and scrambled eggs, kedgerie, eggs Benedict or a BLT. Tickets are £9.50 each and include unlimited tea and coffee; booking is essential. We are also looking forward to *The Wheal Martyn Collection* evening on Thursday 10th October. Start the evening with a glass of wine while watching a catwalk show, before indulging in a little shopping with items of all sizes as well as accessories. Tickets are £5.00 each and include a welcome drink. There are a limited number available so get them early to avoid disappointment.

Curatorial work is continuing apace. Recent highlights include the acquisition of items belonging to Jack Clemo, the clay country poet, chief amongst which is a model of Jack's cottage, now demolished, made by Andy Hawken of Indian

Queens. Behind the scenes we are continuing with the project to upgrade our main store. Thanks to the help of a dedicated group of volunteers, we have now completed the building work, installed new shelving and lighting and brought collection items back from the shipping container where they were temporarily stored.

Wildlife week at Wheal Martyn went down a storm with lots of fun to be had transforming the site into a haven for pollinators such as bees, butterflies and birds. We have been on a mission all summer to welcome as many of these special little creatures as possible to the site. Sarah McAndrew, our Education Officer, said: "Thanks to all the children, families and volunteers who took part in wildlife week we now have a special tower block for nature on site to imitate the natural nooks and crannies needed for bugs to shelter and live in." One of our aims is to share what a magnificent job nature has done at making the place so green in comparison to the stripped bare ground of the working pit. This summer we have challenged visitors to create their own creature from nature's palette and use all the information, facts and materials gathered through a woodland scavenger hunt to Design a Species! New species were displayed in the Museum with an inspiringly imaginative and colourful effect!

Sue Ford
Museum and Visitor Services Manager

The Port of Fowey in the early 1920s

THE China Clay Industry in Cornwall, right up to 1968, had to contend with the fact that well over 75% of its output passed through the Port of Fowey, which, being owned by the Great Western Railway and its nationalised successors and served by two single track rail connections, from St Blazey and Lostwithiel, was beyond the Industry's control. In addition, the railway infrastructure, via which clay was transported to Fowey, was also owned and operated by the G.W.R. The dissatisfaction of the Industry with the facilities provided by the G.W.R. early in the twentieth century has been described in previous articles (Newsletter No. 29, October 2011, pp. 6-8; and No. 30, February 2012, pp. 6-8); and the justification for the continual complaints is shown by the dominance of Fowey as the main port of shipment in 1921 ((i), Vol. V, No. 43, December 1922, Pg. 159):

	Shipments	
	tons	%
Fowey	309,564	87.7
Charlestown	24,392	6.9
Par	19,094	5.4
	353,010	100.0

Charlestown and Par were both in private hands (the owners were the Charlestown Estate and the Treffry Estate respectively) and could not berth ships of the size which Fowey's deep water jetties could handle. Par, like Fowey, had a rail connection, but Charlestown did not. Per contra, clay could not be transported to Fowey except by rail. Because of Fowey's capacity for larger vessels the whole of the exports of clay to the U.S.A. and Canada – very important markets in the 1920s – passed through this port. In later years Par grew rapidly, especially after English China Clays

acquired control in 1945, but Charlestown, with its limited capacity, could not deal with the volume that passed through Par and Fowey.

It was noted ((i), Vol.1, No.3, August 1919, pg. 82) that “undoubtedly one of the factors which has led to the recognition of Fowey as the chief china clay shipping port has been the reasonableness of the charges for trimming and stowage. Up to the outbreak of the war the charges for loading china clay, china stone and sand in bulk ranged from 1¾d and 1½d per ton for steamers and sailing vessels up to 500 tons up to 4¾d and 4 ½d above 3,000 tons. For the stowage of china clay in casks and bags and china stone runners, the charges ranged from 4¼d and 4d for steamers and sailers up to 1,000 tons to 6¼d and 6d above 3,000 tons”. An extra 2d per ton was charged “for loading and discharging at the elevation jetty” (No. 4). By the end of the war these rates were higher by two thirds.

The port could in the early 1920s accommodate vessels of over 12,000 tons, and loading, with the electric elevator and tip on No. 4 jetty, could be done at 200 tons per hour. It was noted, in the same issue of the China Clay Trade Review (see above), that, in the month of July 1919, 55 clay carrying ships sailed from Fowey – 13 to the U.S.A., 22 to Europe and 20 to ports in the UK, the majority being steamships. Three shipbrokers operated at Fowey (see accompanying advertisements), one of which, Toyne Carter & Co., is credited with the introduction of steam vessels for shipments to America.

On 8th November 1919, Walter Sessions, Joint Managing Director of English China Clays Ltd., sent a cablegram from New York, where he was visiting customers, stating that, to satisfy the increasing demand from American customers, it was

essential that night loading should take place at Fowey and that construction of the promised new jetty (No. 8) should be completed. Associated China Clays Ltd., the trade representative body, held an emergency meeting and telegrams were sent to the Great Western Railway, to the Prime Minister, and other Ministers concerned and to the five Cornish Members of Parliament: “unless facilities asked for are provided export trade will be crippled, clay works still more congested and unemployment increased” ((i), Vol. I, No. 6, November 1919, pg. 167). The Prime Minister and the Board of Trade sent replies stating that “the matter is receiving attention”, but T. Medland Stocker, also a Joint Managing Director of English China Clays Ltd., had taken the matter up himself in London, and on 11th November sent the following telegram to St Austell: “After urgent representations at meetings held with various Government Departments and with considerable assistance from Harris (Workers' Union Organiser), General Goods manager (G.W.R.) has promised the No. 4 jetty shall work 16 hours and has placed contract for completion of No. 8 jetty. Please cable America accordingly, giving them full details” and the Ministry of Transport promptly sent the following positive telegram: “Re. your telegram 8th inst. and confirming letter, General Manager G.W.R. has matter fully in hand with regard to delays at Fowey; special steps are at once being taken to accelerate port working with a view to removing congestion”. The development of No. 8 jetty at the extreme end of the existing jetties (see accompanying photograph), had been promised by the G.W.R. before the war, but bureaucratic interference and the start of hostilities had caused the project not to have progressed further in 1914

SHIP BROKERS, AGENTS, Etc.

<p>Telegrams: SHIPPING, FOWEY. SUOMI, GRIMSBY. LATUS, GRIMSBY. LATUS, HULL. LATUS, HELSINGBORG. Telephone Numbers: 66 FOWEY. 604 GRIMSBY. 1680 HULL. Managing Brokers to the Bargate Steam Shipping Co., Ltd. S.S. "Kathleen Lily" 650 T D.W. 208 Stds., 12' Draught. S.S. "Scarbo" 815 T D.W. 275 Stds., 14' Draught. S.S. "Phoenix" 450 T D.W. 140 Stds., 14' Draught.</p>	<h2>Hobbs, Linsley & Co.</h2>	<p>AT HULL: LATUS, LINSLEY & CO., LTD. AT HELSINGBORG (Sweden) LATUS' BEFRAKTNINGSAGENTUR. CODES USED: Watkins (1888) and Appendix 1884. Scott's (1880) & (1885) and Latas' Private.</p>
<p>Partners: FREDK A. HOBBS, P. LINSLEY. (Formerly E. RENNETT & CO.)</p>		
<p>Steamship Chartering and Forwarding Agents, Shipbrokers and Coal Agents,</p>		
<p>AND AT GRIMSBY AND IMMINGHAM. FOWEY, Cornwall.</p>		
<p>TONNAGE (Steamers, Sailers & Motors) always on hand for CHINA CLAY Freights to ALL Parts of the World.</p>		
<p>Enquiries for Tonnage always solicited.</p>		

Danish and Netherlands Vice-Consulates and Italian Consular Agency.

TOYNE, CARTER & CO.,

Ship Owners and Brokers, General Shipping Agents **FOWEY.**
 and Railway Truck Owners,

Direct "CLAY" Line—CHINA CLAY Shipments to United States and Canada.
 HOLLAND STEAMSHIP COY.—CHINA CLAY Shipments to Amsterdam.
 Sail and Steam Ships Chartered for General Coasting and Over-sea Ports.

<p>Telegrams: "Toyne, Fowey." Codes: Scotts 6th & 10th Editions. Watkins 17th Edition. A.B.C. 5th Edition.</p>	<p>Telephones (Offices) 40 & 41. .. (Private) C. L. Toyne 29. J. P. Carter 30. W. S. Jones 67.</p>
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HANNAN, SAMUEL & CO.,

Ship Brokers, FOWEY

Specialise in the Chartering of CHINA CLAY CARGOES
 from Cornish and Devon Ports for General Coasting,
 Mediterranean and Scandinavian Ports.

<p>RUSSIAN VICE-CONSULATE. SPANISH VICE-CONSULATE. FRENCH CONSULAR AGENCY.</p>	<p>Agents du Comité Central des armateurs de France. Lloyds Agency.</p>	<p>Telegrams: "Hannan, Fowey." Telephone 14 & 15.</p>
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MUTTON & Co.

SHIP BROKERS & AGENTS,
 CHARLESTOWN, St. AUSTELL.

<p>Telegraphic Address: "Mutton, Charlestown, Cornwall." Telephone: St. Austell, 15.</p>
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than the construction of the foundations. The new “promise to expedite completion of No. 8 jetty has given the greatest satisfaction to the china clay area” (ibidem).

The Annual Report of the Great Western Railway for the year ended 31st December 1919 recorded that in 1920 expenditure estimated at £85,000 was to be incurred to provide additional accommodation for china clay traffic at Fowey.

The management of the Port of Fowey changed in the early 1920s. It was noted ((i), Vol. II, No. 20, January 1921, pg. 688, that “a Provisional Order is being applied for so as to convert the present Fowey Harbour Authority into a body to be known as the Fowey Harbour Commissioners. This is another indication of the progress being made by a seaport which a generation or two ago was looked upon as anything but lively and enterprising”. The Commissioners would, it was reported, “be far more representative and powerful than the existing authority, and would be empowered to widen or deepen every part of the harbour and the entrance...”

In September 1921 it was noted ((i), Vol iii, No. 28, September 1921, pg. 138) that with the welcome revival in trade the resumption of night shifts at the Fowey docks was being considered: this would double the day-time loading of 5,000 tons in a working week of 5½ days. A “great deal of irritation” was however caused to shippers and captains of vessels because jettymen stopped work at 11.30 a.m. on Saturdays no matter how near the vessel was to completing its cargo. “The result has been that, rather than lose the time between Saturday noon and Monday, the vessel has sailed without the balance of the cargo”. Because the clay “left out” on the rail siding had to be given space on the next vessel going to the same destination, delay and congestion were the inevitable result.

Before the development of the

No. 8 jetty, which was finally completed in 1923 (although it was in operation before this date), there were seven wooden jetties at Fowey, built between 1874 and 1895 ((ii), pg. 58), which employed the simple loading device of chutes for bulk clay, and steam cranes for bags and casks. These antiquated jetties could not load clay at times of high water because the sides of the vessels would be higher than the level of the chutes. No. 4 jetty was however an exception, as it had an electric transporter that carried the clay on an endless belt to a chute with an adjustable tube to direct the clay into the ship’s holds. One thousand tons per day could be loaded by this system, the power for which was provided by a nearby generating station. The new No. 8 jetty was equipped with two electric transporters. The opening ceremony was performed by Sir Felix Pole, Chairman of the Great Western Railway (see accompanying photographs).

The confusion which could arise from loading clay from scores of producers in parcels ranging from lots of 50 to 500 tons, in total cargoes of from 2,500 to 5,000 tons, and on a cramped rail siding, can well be imagined. Up to 200 men were engaged in this operation ((i), Vol.III, No. 29, October 1921, pp. 156 and 157).

The ship-repairing facilities at Fowey “do not correspond to the amount of tonnage entering the port”, nor was there a Fishing Fleet or Pilchard Curing Industry; but the shipbrokers and consulates were providers of clay-related employment (ibidem).

In spite of the addition of the No. 8 jetty, the China Clay Producers, and particularly English China Clays Ltd., were not convinced that the enhanced facilities at Fowey could cope with the expected increase in trade; and they gave strong support to the St Just Ocean Wharves and Railway Scheme, for which Parliamentary approval had been

gained in 1919. A long length of quay on the east side of the River Fal was proposed, with a connection to the Great Western Railway, and the shipping of china clay was expected to be one of the principal activities of the new port. T. Medland Stocker, who was one of the promoters of the Parliamentary Bill drawn up to secure the scheme, gave evidence to the Select Committee of the House of Lords to the effect that Fowey continued to be inadequate, to the extent that, if its facilities were satisfactory, the whole China Clay Industry would be significantly larger. The scheme did not however come to fruition, being strongly opposed by the Great Western Railway and also losing support from the China Clay Producers themselves when facilities at Fowey began to improve.

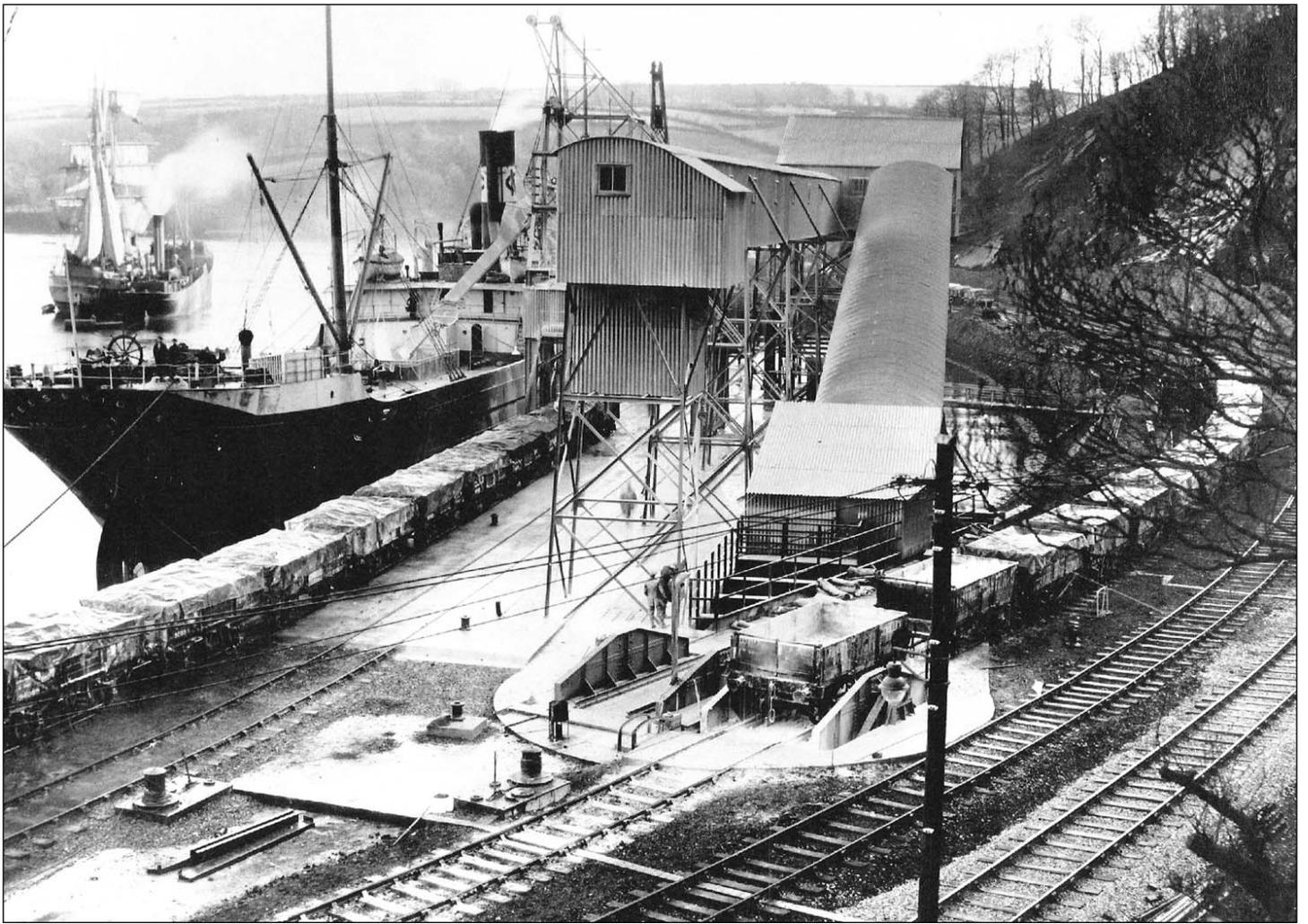
The new Fowey Harbour Commissioners were quick to play their part in improving the port. In 1922 they acquired a central ladder steam bucket dredger for £6,000 and put it to work to deepen the harbour from the mouth of the estuary to the jetties, so that it would not be less than 20 feet deep in its shallowest part at low water at ordinary spring tides, as against 13 feet previously ((i), Vol. V, No. 39, August 1922, pg. 13). The dredger was capable of reaching a depth of 45 feet and had an output of 300 to 400 tons per hour ((i), Vol.V, No. 41. October 1922, pg. 75).

The Chairman of the Fowey Harbour Commissioners at this time, Sir Arthur Quiller Couch, took the lead in upgrading the Port to meet the needs of the reviving China Clay Industry.

REFERENCES

- (i) China Clay Trade Review.
- (ii) The History of English China Clays. Fifty Years of Pioneering and Growth, by Kenneth Hudson, published by David & Charles, Newton Abbot, no date, (1969).

Derek Giles



The new No.8 jetty was finally completed in 1923



The opening ceremony was performed by Sir Felix Pole, Chairman of the Great Western Railway, on 27th September 1923

Omdowl

OMDOWL, wrasslin, wrestling, whatever you call it, you are talking about The National Sport of Cornwall – An Sport Kenedhlek Kernow. You may notice that our Cornish ancestors had a name for their sport but that the word “sport” was adopted from the English to generally describe athletic pursuits.

The origins of omdowl can be traced back to our Celtic ancestors who came to the British Isles circa the 5th century BC. Graeme Kent in his book “A Pictorial History of Wrestling” states that the first mention of wrestling in the British Isles occurs in the ancient Book of Leinster which refers to the sport in the Taitin Games in County Meath, a festival that dates back to at least 1829 BC. This seems to me to be an eye catching statement but I wonder who was doing the counting!

The celtic style of wrestling requires all throws to be made from a standing position and there is no floor play. Three celtic styles remain today, backhold (north country - Cumberland and Westmoreland and Scottish), Breton and Cornish. As the name suggests, the north country style involves passing your arms around your opponent and clasping them behind his back. The Cornish and Breton styles are very similar in that they both require the wearing of a “jacket” on which holds are taken. The Breton jacket is a very close fitting garment more akin to a shirt, whereas the Cornish jacket is very loose appearing very much like a conventional garment but with loose ropes to fasten the front. The Cornish and Breton jackets allow a much more open play and a greater selection of holds than backhold.

Perhaps one of the best known historic facts was that the Cornish fought at the Battle of Agincourt in 1415. This was recorded in Poly-Olbion, a series of thirty books written by Michael Drayton (1563-1631) that recorded the topography and history of Great Britain. The first eighteen books were published in 1613, which is almost two hundred years after Agincourt. It was said that the Cornish fought under a

banner depicting two wrestlers in a hitch. There is no doubt that the Cornish fought at Agincourt but whether they fought under a wrestling banner is perhaps debatable. One wonders how detailed records were in the fourteen hundreds so that such information was available to Drayton two hundred years later. Perhaps there is an element of myth and legend here as there is with other historical facts about wrestling before printing became widespread to record history. However, as an ardent supporter and worker for omdowl, I would like to believe our ancestors did carry such a banner into battle so that everyone would know who they were.

It is certain that for a long period of time the Cornish fought for the monarchs of Britain. Charles II (1630-1685) is said to have witnessed wrestling at Bodmin and later organised tournaments between the North and South of England so that his soldiers could practice their fighting skills in close combat.

It is difficult to find records before the 1800s when newspapers became universally available. However, there is an article that appears in an Australian newspaper of the mid 1800s that tells the story of a young man on horseback approaching a crossroads on the outskirts of St Austell when he saw a large crowd and was told that a wrestling tournament was taking place. He indicated that he wished to enter and retired to the local hostelry for some rest until he was called to wrestle. The young man was called Tremayne and he won the tournament. Research shows that in 1840 there was an area at Polkyth called Wrestling Green and land was owned by a Tremayne, and everyone knows that in the old council house estate that was built in the early 1930s there is Tremayne Road. Is this a coincidence? When did the tournament take place? Only further research can confirm this.

Between 1874 and 1899 the familiar surname Stone occurs regularly in tournament. Who was this man? None other than the grandfather of Henry Stone, of ECC's Secretarial Department and

his brother Maurice of Charlestown Engineering. Thomas was probably the best wrestler in mid Cornwall in that era.

Some results of the tournaments that he competed in are: 1873 1st Lanivet, 1st. Plymouth; 1874 1st Lanivet; 1875 1st St Day, 2nd St Blazey, 1st unknown venue; 1880 1st Sithney; 1884 1st Redruth; 1886 5th Penzance, 5th Dartmouth, 3rd Truro; 1899 1st St Austell.

The report of the 1899 St Austell Tournament states that Thomas Stone was “for many years considered one of the very ablest who still practice our old county game”. Other competitors at the tournament included Reuben Chapman who later was a champion in USA and South Africa and also Cornish champion in the first decade of the 20th century.

In 1923 the organisation of wrestling in Cornwall was unified under a body then known as Cornwall County Wrestling Association. All the main trophies of the Association date between 1923 and 1927 and it is presumed that the Pochin Cup was presented to the Association as a result of an appeal to H.D. Pochin & Co. Ltd. The Pochin Cup Competition was therefore born in 1925. The first winner was Fred Richards who was also at that time the Heavyweight Champion. He can be seen wrestling at Poltair Park on Pathe News (www.pathenews.com).

In 1973, I became involved with St Stephen Wrestling and a regular spectator was Sir Alan Dalton, our President. Our Chairman for many years was Brian Whitford, who won the Pochin Cup in 1968 and 1969. The last winner was Chris Benney in 1995 but there were many other excellent winners, too many to mention by name here, in those seventy years.

The Association would very much like to resurrect the Pochin Cup Competition and continue the prestigious link with the China Clay Industry, so please contact me if you are interested in competing. See also www.cornishwrestling.co.uk.

Ken Cocks

An enthusiast's view of the China Clay Industry – a different perspective

I FIRST became interested in the China Clay Industry in the early 1960s when I spent a holiday with my family in a caravan on a site overlooking Par Docks. As a working class family we had not been able to go away on holiday on a regular basis, so hiring a car and going all the way from Sussex to Cornwall was a real adventure for me as a young teenager. My parents naturally wanted to do the touristy things like visiting Looe and Mevagissy and I enjoyed this, up to a point, but I was particularly fascinated by the so-called “Mountains of the Moon” the white waste tips that surrounded the St Austell area. I realised that they were the by-product of mining and caught the occasional tantalising glimpse of a blue pool of water through the trees where there was a disused clay pit. I also noticed the numerous blue and white lorries of Heavy Transport, liberally covered in white powdered clay.

Like most boys of the time I was interested in railways, lorries and heavy plant, and I noticed an abundance of all three as my father took us round to see the sights. One morning, I wandered off to see some earthmoving equipment that was working near the caravan site. This consisted of Euclid dumpers and a CAT D8 bulldozer working for Western Excavating. Walking on revealed the bustling Port of Par itself that I resolved to explore further. Whilst I was trying to get in to the area of the Port to see more, a man emerged from under a railway bridge carrying the Western Region main line, with a red flag on the end of a pole and a rudimentary barrier and proceeded to stop the traffic. I did not remember seeing any rails in the road so I was doubly surprised when a diminutive saddle tank locomotive emerged from under the

very low bridge and crossed the road to go to, what I later found out was, Par Moor clay dries. I noticed that the engine had a very low cab and superstructure and that the wagons that it was pulling were almost bigger than the engine itself, indeed, I had not seen a railway engine anything like this before! I took a look through the portal of the bridge and was instantly captivated by the scene of ships, cranes, lorries and railway sidings that I saw before me. Knowing that I was due back at the campsite by this time I vowed to go back to the Port later and have a closer look.

When I did, I walked in under the bridge and traced the railway lines back to the engine shed, expecting to be thrown out by an official at any minute. I had with me an Ensign box camera that took rolls of 12x 126 black and white film and I was determined to get at least one picture of the little tank engine. When I got to the shed, the locomotive was being cleaned and oiled. I saw that it had a brass plate bearing the name ‘ALFRED.’ The man attending to the engine did not tell me to “Buzz off” but said it was all right to take pictures. Back then, film cost half a crown per roll (12½ pence), a whole week’s pocket money, so I took about four pictures and did not take any of the other Port activities, as I would have liked to.

My interest in the Industry was, however, kindled there and then and, later in the same holiday, I persuaded my father to stop the car a few times so that I could take some pictures of clay dries and the, then fairly new, silos at Blackpool Pit.

I visited Cornwall a couple of times in later years but I was courting at the time and so forays into “china clay country” were not on the bill. I later obtained a copy of ‘Railway Modeller’ magazine for January 1965 that had a feature on the China Clay

Industry, including pictures of Charlestown Harbour and a typical coal-fired kiln and linhay. It was not, however, until some years later in the 1970s when, having married and moved home, I decided to build a 00 gauge model railway and incorporate a china clay dry and a dockside loading scene.

I was fortunate to live in a house, the same one as I live in today, with a large open loft unencumbered by obstructions, so the railway was quite extensive, with a passenger station based on Swanage and a two-level line. The lower level, connected to the top level by a fairly steep incline, depicted a branch line with the china clay kiln and linhay, a canal, similar to that built by Treffry to link the Port of Par, and a port scene.

At the time, Wheal Martyn was yet to open but a visit with my new wife and friends, one of whom was a fellow railway enthusiast, gave me the chance to walk part of the old Wenford Bridge branch. I took a photograph of my friend standing next to Wenford Bridge Dries and, from that, got the rough dimensions I needed to build a model. At around the same time I wrote to English Clays Lovering Pochin and asked if I could have details of a kiln and Linhay to help with my model and any other details of the Industry they could provide. I still have the envelope, with a stamp dated 11th January 1977, that I got back from John Keay House. Not only were there drawings of the layout of a typical coal-fired kiln and linhay inside, but maps and a production flow chart and some lovely black and white photographs, copies of which are in the Archives.

Later correspondence with ECC produced booklets entitled “China Clay – old Industry with a new look” and “The story of China Clay”. I still have these documents and pictures today among my treasured

possessions. The helpful folk at ECC even sent me some little sample bags containing various types of china clay! I subsequently visited Wheal Martyn with my then young son and was able to verify that my model of the kiln, based on the drawings supplied by ECC, was indeed accurate.

Like most people, life threw a few googlies in my direction over the ensuing years but, despite disappointments and setbacks, I still have the railway and it has been slowly added to and improved. Despite prolonged periods of inactivity, it still runs and gives pleasure to a few like-minded friends and me. When I took early retirement a few years ago, I re-worked the scenery, particularly in the port area of the model, adding a model ship, typical of the small coastal vessels that used to dock at Par. I also renewed my interest in model lorries, building several examples of types used by 'Heavy Transport of Par' and 'Western Express' using mainly resin cabs by Road Transport Images and scratch-built bodies made from plastic sheet.

For some years now I have written articles for various magazines, in particular a publication called 'Old Glory', which deals with steam road vehicles in particular and industrial archaeology in general. It was in this context that I made the acquaintance of Ivor Bowditch and, through him, became a Member of The China Clay History Society. This enabled me to have access to the wonderful archives at Tehidy. I have paid several visits to the St Austell area in recent months and written an article on the beam engine at Parkandillick. Thanks to the good offices of Ivor, I have been able to visit several china clay pits and works and, best of all, the docks at Par and Fowey. Also, thanks to Ivor and my new friends at the Society, I have been able to fill the many gaps in my knowledge of the China Clay Industry, an interest that has now spanned over 40 years of my life and is set to continue, I am sure.

David Vaughan

