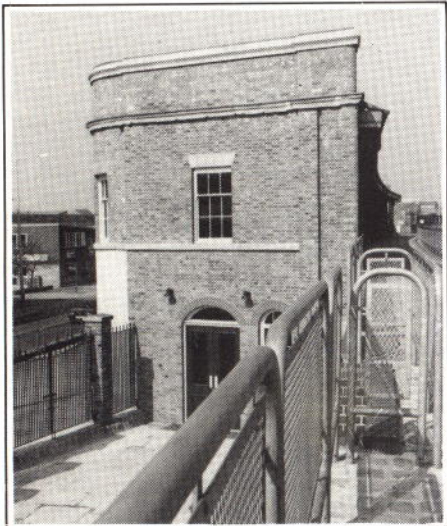


HONOURING INDUSTRIAL ARCHAEOLOGY

Industrial Archaeology came in from the cold with the British Archaeological Awards for 1988. At the ceremony held at the Royal Geographical Society on 17 November projects concerned with the industrial period won in two of the eleven categories. Given the strength and volume of archaeological work concerned with earlier periods, this was a considerable achievement.

The British Archaeological Awards are given every two years, with the support of leading archaeological organisations, including the British Archaeological Association, the Council for British Archaeology, the Young Archaeologists Club and the **ATA** as well as commercial sponsors. The awards for 1988 fell into eleven categories, ranging from the best archaeological essay by a teenager to the best educational film and the best preservation project. They were presented by Magnus Magnusson before a large audience of archaeologists and journalists.

The first award won by an industrial archaeology project was the Heritage in Britain Award, sponsored by English Heritage, Historic Buildings and Monuments for Scotland and CADW. The object of the award was to recognise the best project securing the long-term preservation of a site or monument. The winner was Liverpool Road Station in Manchester, restored by the Greater Manchester Museum of Science



After restoration: the 1831 platform extension at Liverpool Road Station with shops below, now a gallery and Heritage in Britain Award winner, Greater Manchester Museum of Science and Industry. *Photo: GMMSI*



Spotlight on Industrial Conservation: Granada Television's award-winning news centre in Liverpool.

Photo by courtesy of Granada TV

and Industry. This comprised a complex of station buildings, platforms and shops built in 1830 and 1831: the first passenger station in the world. Only three years ago the buildings were derelict; but the Museum has restored them fully to house exhibitions and workshops. The Director of the Museum, Dr Patrick Greene, was delighted with the award, and felt it would greatly assist work on adjacent buildings by providing publicity and helping with fund-raising.

The second industrial winner was of the Ironbridge Award, a new category sponsored by the Ironbridge Gorge Museum Trust for the best project involving the adaptive re-use of an historic building or structure. Stuart Smith, who announced the winner, said that the award was principally aimed at developers. He said that it was 'extremely important that developers should recognise the need for archaeological integrity in their re-use of historic buildings'. The winner was a good example of such integrity: the conversion of the Albert Dock Traffic Office in Liverpool into the Granada TV News Centre. Stephen Reid, the General Manager of Granada News in Liverpool, said 'We're very pleased to receive the award and to be able to feel we have done a good job'. He said that

they would be displaying the plaque alongside their Europa Nostra Award and an award for regional television programming, and it would be valued equally. He felt that many visitors to the Centre would notice the award and it would help to develop a sense of pride and identity for their operations in Liverpool.

The largest of the awards in financial terms, the Hepworth Heritage Communication Award for the best presentation of an ongoing excavation to the public was given for the Flag Fen excavations near Peterborough: a Bronze Age lake village 'immaculately excavated and vigorously presented'. This award was a cheque for £10,000 to continue the good work, presented by Hepworth Building Products.

Both professional and amateur projects were recognised in the awards, however perhaps the greatest achievement was that of a wholly amateur group, the Monmouth Archaeological Society. This succeeded in winning not one but two of the most prestigious awards: the Pitt Rivers Award for the best project by a voluntary group, and the Legal & General Silver Trophy for the greatest initiative in archaeology. The awards recognised work carried out since 1986 on sites in Monmouth which have uncovered new information about the town's history from

Roman to Medieval times. More eleventh and twelfth-century pottery was excavated than from the rest of Wales combined, and evidence of a thirteenth or fourteenth-century forge was unearthed. The opportunity to excavate was won only after detailed negotiations with developers, and even led the Society to make a commercial tender and take on the work of constructing foundations for one building in order to ensure that work was conducted archaeologically.

Such awards are very important to the health of archaeology in Britain. They serve obvious and very significant functions in encouraging excellence and in achieving good publicity for the subject as a whole. However they are also a medium for the consolidation of the different branches of archaeology—diverse subject strands like urban archaeology and historical metallurgy, and the period studies like medieval archaeology and industrial archaeology. Philip Barker, Chairman of the Awards, was particularly pleased that industrial projects had been recognised, and hoped that future

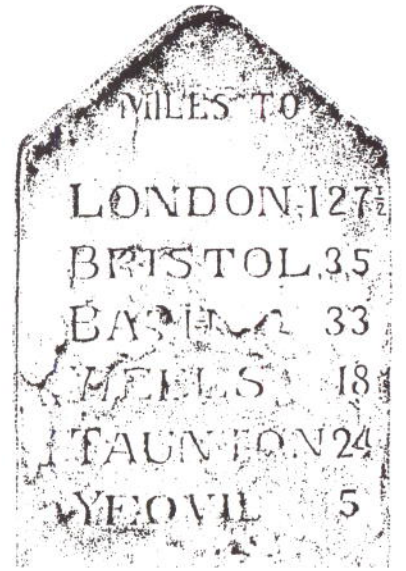
awards would increasingly help to 'bridge the gap that is sometimes perceived between industrial archaeology and other period archaeologists'.

Industrial Archaeology certainly made its presence felt at the Awards, and was recognised for its achievements alongside other branches of the archaeological family. Nevertheless, it is sad to note that industrial archaeological projects, though they won two awards, were not among the finalists of any of the other nine. There is still some way to go before most 'Industrial Archaeologists' regard themselves contributors to a broader discipline, and before most 'Archaeologists' embrace the industrial period with true enthusiasm. Let us hope that many examples of industrial archaeology are submitted for the next awards, in 1990. Details will be available from British Archaeological Awards, 317 Norbury Avenue, London SW16 3RW. Details of the lucrative Hepworth Award must be requested immediately.

Peter Wakelin

AIA NEWS

AIA FIELDWORK AWARD FOR 1988



AIA Fieldwork Award winner: Bentley and Murless's report on Somerset turnpikes. Drawing: P Webb

The **AIA** Fieldwork Award for 1988 was presented at the Swansea Conference in September. The winners represented the great rank and file of the Association, as members of a local society. Their modesty prevented them from submitting their work. It was left to the committee of their society to trust them forward for recognition. Please let other societies nominate themselves or their members in this way, and let other individuals, humble or not so humble, submit work. The closing date is 1 May 1989.

The runner up for 1988 was a record of Skelton Ironstone Mines, Cleveland, by Simon Chapman. This was illustrated by 29 superb drawings of site remains. As a solo undertaking the results were exceptionally impressive, and the standards of both survey and drawing were impeccable. The judges commended it very highly.

The winning entry was by John Bentley and Brian Murless, in the form of two volumes published by the Somerset IA Society, entitled, *Somerset Roads: the legacy of the turnpikes*. This was agreed by the judges to be an enormous achievement of both fieldwork and documentary research. A wide range of documents was studied by the authors for approximately 1.5 days a week for seven years. January to March each year were devoted to fieldwork, when the greatest number of items was visible. A thousand photographs of some 900 subjects, and other unpublished documentation, are to be deposited at the county record office. Information was passed on to aid the re-listing programme, and the attention of the County Council was drawn to monuments at risk. This was a commendable conclusion to an excellent recording programme. A more detailed account of the work of the winners and the runner up will be published in *Industrial Archaeology Review*.

The judges for the 1988 award were Keith Falconer, Stephen Hughes, Dr Michael Lewis and Amber Patrick. Any project with an element of fieldwork may be entered for the award. Entries should be sent to Stephen Hughes, RCAHM Wales, Edleston House, Queen's Road, Aberystwyth, Dyfed SY23 2HP (☎ 0970 624381) by 1 May 1989. A prize of £100 is given to the award winner.

Stephen Hughes

NOTICEBOARD

Job vacancy

A full-time salaried industrial archaeological post is expected to be created early this year in connection with land reclamation schemes at the Minera lead mines near Wrexham in Clwyd. The work is expected to take between nine and 12 months. It will involve recording artefacts and structures uncovered during reclamation, and also undertaking minor excavations where feasible. If you are a prospective applicant or know of one, details can be obtained from David Bick, The Pound House, Newent, Gloucestershire (☎ 0531 820650).

Visits to Australia

A kind offer has been made to members of the **AIA** who may be visiting Australia and wish to investigate its industrial heritage. Philip Simpson (a member of **AIA** and *Subterranea Britannica*) and his wife Margaret will be happy to provide information and advice to industrial archaeologists visiting Sydney or New South Wales. Both are experts in the industrial archaeology of the region and have extensive sources of information on known sites. They also lecture on British industrial archaeology and have recently written a book which is con-

cerned with both Australian and British manufacturing and technology, *Old Farm Machinery in Australia: a fieldguide and sourcebook*. Previous visitors to them from Britain have included Kenneth Brown, Angus Buchanan, Neil Cossons and Kenneth Hudson; but they also wish to help less exalted amateur industrial archaeologists from Britain. They can be contacted at 32 Shirley Road, Roseville, NSW 2069, Australia.

Beam-engine houses gazetteer

Kenneth Brown of the Trevithick Society and David Bick are working on the preparation of a gazetteer of beam-engine houses in Britain. They would be very grateful to receive notes of any published work towards such an aim, or for any information about sites. Two eighteenth-century examples already have come to light during detailed work on north-east Wales. One of these at Penrhos near Brymbo was built c1794 by John Wilkinson, possibly to house a Hornblower double-cylinder engine for pumping a coal mine. It appears the boiler was situated within the building, beneath the cylinder. The structure is urgently in need of repair. Readers able to help with the gazetteer should contact David Bick, The Pound House, Newent, Gloucestershire (☎ 0531 820650).



Beam-engine house at Penrhos, Clwyd (SJ 286532) built by John Wilkinson c1794 and later converted to a dwelling. The building was recognised during research for a new gazetteer (see appeals for information). The bob wall and arch and the chimney are shown.

Photo: Brian Jones

WORK GOES ON AT WESTONZOYLAND

With the growth of industrial archaeology and the appreciation of our industrial heritage a great number of important buildings have been taken permanently into care. Much of this work has been done by voluntary groups with little financial support. The tasks of such saviours often fall into three classic phases. First there is the battle to persuade people and organisations that a building can and should be saved. Second there is the struggle to conduct essential work of restoration. All this may take a few months, or several decades. However the last phase of conservation is even more difficult. Territories that are conquered must subsequently be held; and buildings restored must be conserved in perpetuity, no matter that the original drive to victory may long since have passed. Large industrial buildings are not static, but constantly decaying and needing repairs, sometimes of a very major nature.

The following article by Joan Day describes just such a struggle, being carried on at a nationally-important industrial site largely through voluntary effort. It proves that responsibility in perpetuity is not impossible when enthusiastic volunteers continue to invest both effort and imagination, and when support is forthcoming from national organisations and the local community.

Sixty or so enthusiasts gathered on a damp, cold Thursday at mid-day on 1 December to celebrate the latest project of the Westonzoyland Engine Trust when Anthony Burton climbed a succession of ladders to perform a topping-out ceremony on the refurbished chimney. While he unfurled the Union Flag at the summit to signify its completion, earthbound mortals raised glasses of mulled local cider. It was an occasion well worth celebrating. The drunken angle of the chimney had been a major cause of anxiety to officials of the Trust, and its £20,000 repair brought relief to all concerned. However, it is anticipated that the eventual cost of the current proposals to restore the whole building will be in the region of £30,000 more.

Two years ago storm damage drew attention to the chimney's deterioration when the odd brick or two fell, and cracks started appearing. The problem had been caused by lamination of the wrought-iron straps placed through the brickwork, which loosened the mortar. The chimney

now has been carefully rebuilt, as far as possible by re-using the original bricks, hand-made from clay excavated just two or three fields away. Any necessary replacement bricks were placed in interior surfaces so as to preserve the outward appearance of the stack. The iron straps were replaced with stainless steel.

In view of its importance as the earliest steam land-drainage pumping station on the Somerset Levels, English Heritage have agreed to grant-aid 40% of the cost of restoration, excluding interpretation and visitors' facilities, while the Pilgrim Trust and local councils have made grants towards the chimney. In the mean-time the Trust has launched an appeal asking local firms to sponsor a course of bricks for £10. Individuals can sponsor a course for £5 and children can donate a brick for as little as 10p, by sending to the Appeal Co-ordinator, Mrs-Mary Miles, Rose Cottage, Lower Durston, Taunton, Somerset TA3 5AH.

This last November a 24-hour 'steam-up' was organised to aid the BBC TV 'Children In Need' appeal. It was felt that having raised funds for their chimney, 'it was time to do something for someone else', and more than a quarter of the membership turned out to help at some point. During the 24 hours the Wills engine was run continuously and others were operated at various times. There was no charge for admission but a fire bucket rapidly filled with £127.50; a happy coincidence, as the Easton & Amos engine was just 127 years old. A further £50 was received in later donations.

The substantial renovation scheme now underway is a large and protracted responsibility, undertaken by a small group of enthusiasts of the Somerset Levels with its membership largely drawn from the Somerset Industrial Archaeology Society. Their enthusiasm and determination demonstrates much to be thoroughly commended. The group was first formed in 1977, since when it has been registered as a charitable trust and has leased the site from Wessex Water Authority.

The buildings dating from 1830 house Easton & Amos pumping equipment dating from 1861 which consists of a vertical two-cylinder steam engine, with A-frames supporting an overhead crankshaft. Between the A-frames, a geared flywheel drives a horizontal bevel on a vertical shaft, to an Appold-type centrifugal pump in a well 15ft below. This plant was brought into

action once again by the Trust in August 1983. Then, in front of an invited audience it was started by Wally Musgrave, the last steam pump attendant on the levels.

Space was also found for the additional horizontal engine of 1896, once used to drive a pug mill in a local brick and tile works. It is the only known surviving example of the local firm of W & F Wills, which closed in 1983.

Open working days have followed regularly to the present time. Expenses of firing the boiler have been cut to a minimum by friendly collaboration with a nearby furniture manufacturer, who off-loads his waste at the roadside by the pumping station rather than paying for its clearance. It is transported to the boilerhouse by means of a narrow-gauge railway, all adding interest to the site.

Having achieved the first of their aims in getting their pumping equipment serviceable, and in action on 18 days in a year, the Trust had then to face the more long-term task of repairing the buildings, now Grade II listed, which had suffered some thirty years of neglect. The chimney repair was just the beginning of other plans yet to materialise. The slated roof on the building will be the next part of the projected repairs. A Visitors' Centre is planned which will feature *The Drainage of the Wetlands*, with a reconstruction of the engine room and attendant's house in the 1920s, and working models and displays.

The intrinsic fascination of the local wetlands scene, beside the River Parret, with withey rods steaming in their local kilns, is perhaps a little different from the usual industrial archaeological scene. It is one entirely to be recommended. As Anthony Burton remarked in his opening ceremony, the pumping station is part of the very reason for the existence of the surrounding Somerset countryside in the form that it is today.

Joan Day

AFFILIATED SOCIETIES

By now, all Local Societies should have received a mailing which included the programme for the 1989 Local Societies' Weekend, and an application form. Further copies are included with this *Bulletin*. The weekend, from 14-16 April, should prove useful and interesting for members of Local Societies, and I hope that many will attend. There may be minor changes in the programme, due to the Council of Europe Conference, which is due to visit Ironbridge that weekend—we are hoping to arrange an event to meet their delegates.

Secretaries of Local Societies will also have received a letter requesting confirmation of their group's details, with contact address etc. This is for a new edition of the 'List of Local Societies', the last one having been compiled some years ago. Once replies have been received, I shall be producing an updated list, and would hope that this will be published by the middle of 1989.

In the last mailing from Ironbridge, you will have received a copy of the **AIA**'s new publicity leaflet. Further supplies of these are available, either by post from Ironbridge, or by collection at the April weekend.

Finally, may I repeat my plea for material for this 'Spot'—I am sure that a number of groups have never been 'Profiled'; also any comments or suggestions as to ways in which **AIA** could be of help to Local Societies would be welcomed. I look forward to hearing from you (13 Bromley Road, Midanbury, Southampton SO2 2AA) or to meeting you at the April weekend in Ironbridge.

Pam Moore



Hole in the sky: the main stack at Westonzoyland after dismantling and shortly before re-erection. Photo: Ian Watts