

# THE INSTITUTION OF CIVIL ENGINEERS

## PANEL FOR HISTORICAL ENGINEERING WORKS

### NEWS BULLETIN

NO. 5

SEPTEMBER 1976

GREAT GEORGE STREET · WESTMINSTER SW1P 3AA

The Eastgate Bridge carrying the A143 over the River Lark at Bury St. Edmunds, has been the subject of a Public Inquiry (August 4th) for L.B.C. to demolish as it is said that the waterway is unduly restricted in times of flood. The Bridge is Grade II, date 1846, built on the skew of Woolpit white brick, with Gothic cast iron parapet railings rather damaged but of considerable merit. The Inquiry result is not yet known.

The large disused Silk Mill at Glemsford, Suffolk (late XVIII or early XIX C.) of much interest and charm and the subject of a Public Inquiry, was very sadly burnt down on August 21st. Newspaper headlines read "Cause of Blaze at Mill which Crosland saved is a Mystery". Developers had applied for demolition to erect housing on the site, but Mr Crosland (the then Environment Secretary) refused Listed Building Consent. The listing of this red-brick building was Grade II.

4. MR R F BONNY MA CEng FICE - EAST ANGLIA

I am responsible for Norfolk and bordering areas and have been sorting out details and photographs of old railway structures. The swing bridges are of particular interest; at one time there were 11, including Lowestoft Harbour road bridge, a former G.E.R. liability. There are now only 6, Norwich Trowse and Oulton Broad, of similar design; Reedham and Somerleyton, also alike; Lowestoft is now renewed as a bascule bridge; and at Sutton Bridge on the Lincolnshire border the rail, road is now entirely road.

At Yarmouth is an interesting Wrought Iron lattice arch of 115ft span over the River Bure. At one time it carried rail and road traffic. It replaces a narrow suspension bridge which collapsed on 2 May, 1845, drowning 79 people. The subsequent Report by Mr Thorold M.I.C.E. was discussed at a Meeting of the Civils on 20 May, Sir John Rennie being in the Chair. A B7 has been submitted and gives the full story.

The Norfolk County Council have been contacted and have been very helpful in giving information and photographs. Included is a Cast Iron lattice arch of 80ft span at St Olaves over the River Waveney, for which a B7 has been made.

There is also an early example (1870) of a reinforced concrete arch, alleged to be the earliest example of this type of construction. It is at Homersfield, near Bungay and carried the B1062 road until 1970. It has a single span of 16.5 metres and consists of an iron frame bedded in concrete.

There are also a number of Ancient Monument Stone and Brick Road Bridges some dating to early 17th century.

5. MR R A PAXTON MSc CEng MICE - SCOTTISH ASSOCIATIONS REPRESENTATIVE

A small group of members of the Institution interested in Scottish HEW's met in Edinburgh for the first time earlier this year. The completion of B7 forms was the principal item on the agenda and work is currently in hand on the Forth Bridge, Highland Bridges, Leith Docks and concrete structures on the West Highland Railway. Forms have now been made out for Bell Rock lighthouse, Glencorse Dam, Dean Bridge and Almond Aqueduct

on the Union Canal. With regard to the latter, an invitation to inspect restoration work being carried out for the BWB was taken up by members of the group. The cross-sectional \* sketch gives an indication of the aqueduct construction (c.1820).

In April a short talk was given to the Local Association on the objectives and work of the Panel. The meeting expressed interest in our activities and two offers of assistance were received.

The Scottish Tourist Board in a recent edition of their publication "Scotland: In Famous Footsteps" have included a short feature on Telford. It includes photographs of Dean Bridge, a Caledonian Canal lock and an outline map indicating the location of some of his principal works. Reference is made to these works in the text and to the fact that Telford was the first President of the Institution. It is intriguing to find him in the company of such illustrious national figures as Burns, Scott, Mary Queen of Scots and Bonnie Prince Charlie!

A civil engineering exhibition is to be held in Kelvingrove Museum, Glasgow, in May 1977. It is intended to include an historical section and the Edinburgh and East of Scotland Association's Museum Committee have offered material from their holding of about 100 items of early engineering interest.

I would like to take this opportunity of acknowledging the kind and most helpful assistance received from James Fraser during the transfer of the baton of the panel member for Scotland and I am looking forward to a continuing association with him as a member without portfolio.

6. MR M F BARBEY, CEng FICE - TECHNICAL SECRETARY,  
YORKSHIRE REPRESENTATIVE

Note on General Activities of PHEW to Date

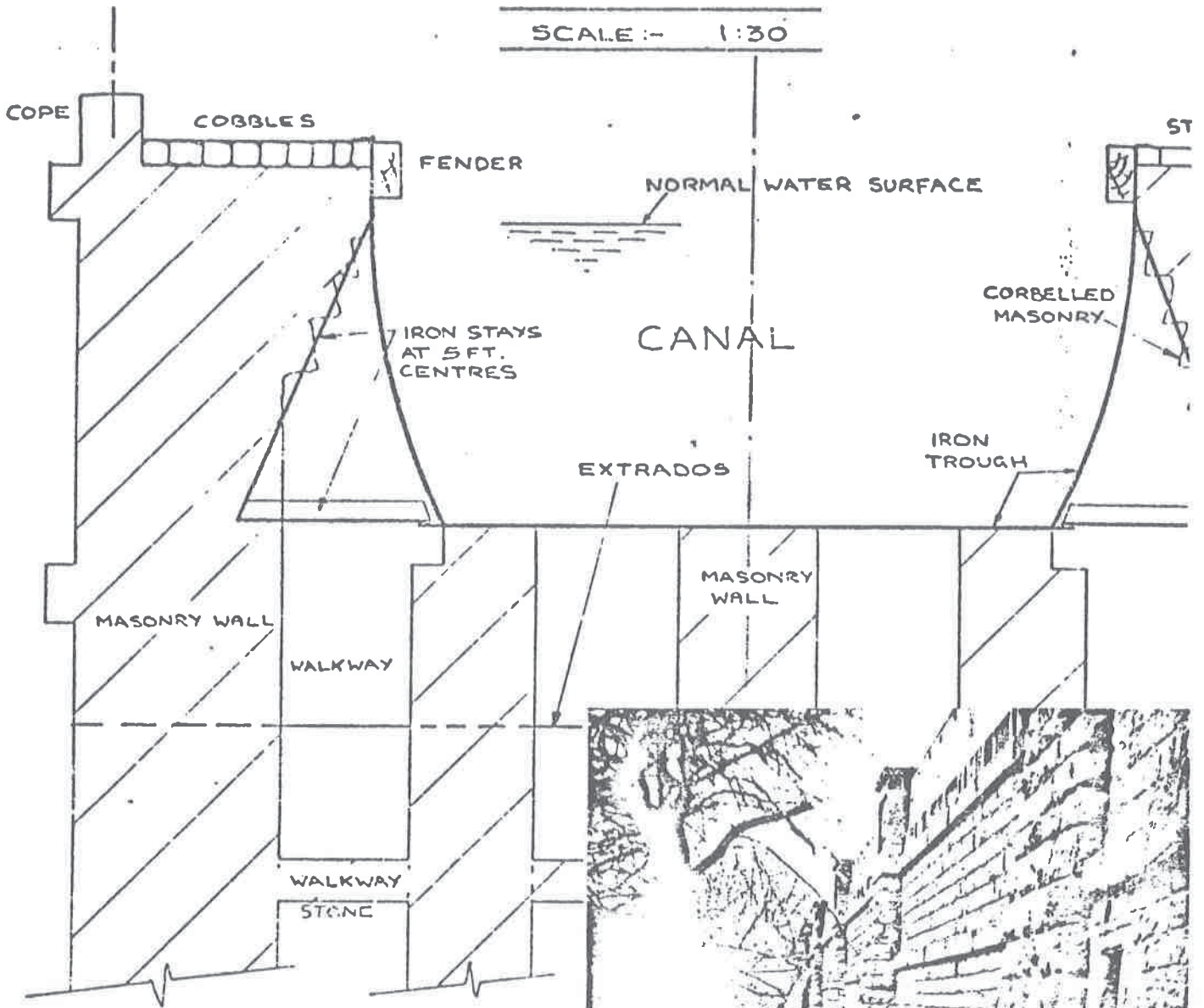
In addition to the major task, at the moment, of locating Historical Engineering Works throughout the UK and getting them recorded, and where necessary assessed, the Panel has been quite active in answering queries, expressing opinions, writing articles, giving lectures, and taking part in practical efforts at preservation.

No doubt there are other cases, but the following have been brought to my notice or dealt with by me.

Support was given for the proposal to renew Telford's tombstone in Westminster Abbey.

Opinions were expressed in the case of Crosfield's Transporter Bridge at Warrington; Lanercost Ancient Road Bridge; Bennerley Viaduct; Shawford Viaduct; Stamford Bridge Railway Viaduct; Dunham Toll Bridge; and Liverpool Street Station. Also the proposals for the Conwy by Pass, and the Berwick on Tweed by pass. Interest has been shown in Southend Pier, Brighton West Pier, and Weaver's Mill at Swansea.

Visits have been paid to Fulham No.2 Gas holder; Hull No.7 Warehouse (Tobacco Bond); and Derby Friargate Bridge, with some degree of follow up.



ALMOND AQUEDUCT (c. 1820)  
EDINB. + GLASGOW UNION CANAL

