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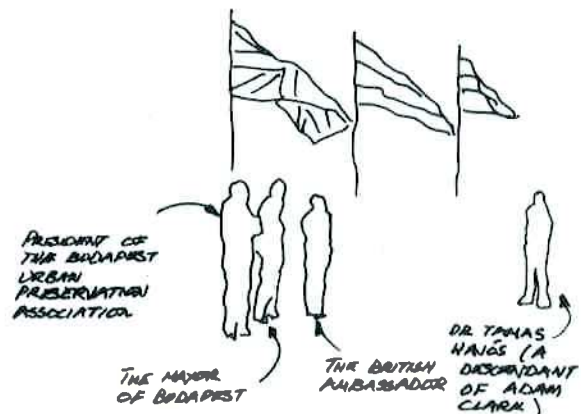
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BUDAPEST'S COMMEMORATION OF WILLIAM TIERNEY CLARK

Information supplied by John Evans

A plaque commemorating William Tierney Clark's Széchenyi Chain Bridge (1849) and his Marlow Suspension Bridge (1832) was unveiled on Wednesday 27 May 1998 in Roosevelt Square, Budapest. The gathering included the Mayor of Budapest, Mr Gábor Demszky; the President of the Budapest Civic Preservation Society, Mr Mihály Ráday; Dr Tamas Hajós (a descendant of Adam Clark); the British Ambassador, Mr Nigel Thorpe; the Mayor of Marlow, Mr Jim Campbell and Mr and Mrs John Evans representing the Marlow Society.



The ceremony followed a similar occasion in September 1994 when plaques in Hungarian and English were unveiled on the towers of Clark's Marlow Suspension Bridge. Since 1923, these two have been the only surviving suspension bridges designed by Clark.

In his welcoming speech the Mayor of Budapest remarked:

"The Chain Bridge was the first permanent connection between the developing city of Pest and the ancient royal seat of Buda. It is a link therefore not only between Buda and Pest but



Commemorative Plaque

also between past and future. As it was designed by William Tierney Clark, it is a symbolic link between Hungary and Great Britain. During the Reform Age in the nineteenth century our forefathers turned towards England, the most developed country as an example to follow in shaping Hungary's renewal. Today, a century and a half later, when after fifty years of isolating dictatorship Hungary has been led back to Europe, the Hungarian political class has again turned to Great Britain."

Many other speakers referred in some way to the Chain Bridge being more than just a bridge to the people of Hungary. It is to them a beautiful and symbolic bridge. It is a symbol of their unity since it was the first permanent bridge since Roman times to link the twin cities of its capital, Buda and Pest. It is a symbol of their social revolution; for when the bridge was opened, the nobility were forced to pay tolls for the first time. It is a symbol of their modernisation; for the ideas and skills needed for its construction became the seeds of Hungary's industrial revolution. It is a symbol of their freedom and success in national adversity because of its part in their Rebellion against Austria in 1849 and it was faithfully rebuilt after its destruction by the retreating Nazi army in 1944. Finally, it has become a symbol of their hopes for stronger ties with Western Europe, particularly with Britain; for it was designed by an Englishman and built by a Scotsman, Adam Clark (no relation to William).

William Tierney Clark was born in Bristol on 23 August 1783. His father died before he could provide his son with a formal education, so Clark was apprenticed to a Bristol millwright. He progressed from being a millwright to being a successful civil engineer. In 1811, at the age of 28, Clark became Engineer to the West Middlesex Waterworks Company, but he continued to practise as a consulting civil engineer. His bridges would eventually include Hammersmith Suspension Bridge (1827), Marlow Suspension Bridge (1832), the Norfolk Suspension Bridge at Shoreham (1833), and the Széchenyi Chain Bridge in Budapest (1849). Of these Marlow is the smallest with a main span of 66 metres, and Budapest the largest with a main span of 203 metres.

A fuller account of his activity is to be found in Denis Smith's *The Works of William Tierney Clark 1783-1852, Transactions of the Newcomen Society*, Volume 63, 1991-1992, pp.181-208.

150TH ANNIVERSARY OF THE CONWY TUBULAR BRIDGE

by R S Roper

At 17.00 hours on Sunday 17 May 1998 a Dinner was held at the Castle Hotel in Conwy to commemorate the Opening of the Conwy Tubular Bridge. It was held 150 years exactly to the date and time after one held at the same venue in honour of Robert Stephenson. The hosts were the Llandudno and Conwy Valley Railway Society, Chairman Mr Geoff Sharrock, and upwards of 30 people attended, including the Mayor and Mayoress of Conwy, and a past Mayor. The Stephenson family were represented by Robert Stephenson Roper, a descendant of John Stephenson, uncle of Robert.

An exhibition of Documents, Engravings, and Pictures had been on show in Conwy a few days previously and a selection was exhibited at the dinner. They illustrated the building, construction, and floating of this, the only remaining Tubular Bridge.

A most enjoyable evening was spent during which the discussion centred around Robert Stephenson and his many accomplishments.

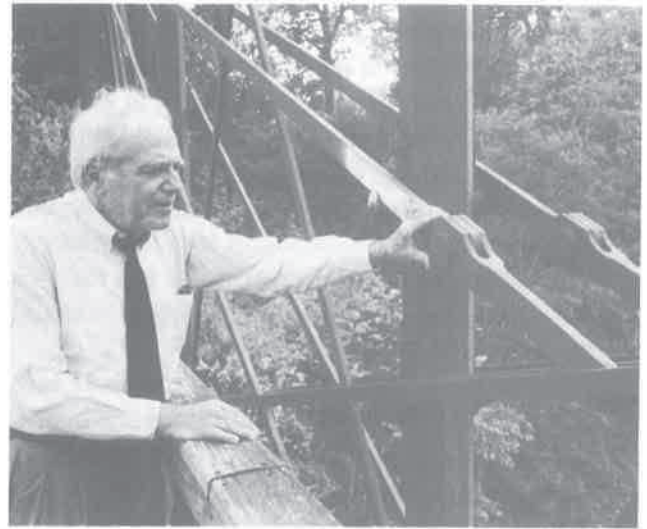
THE CHAIRMAN'S COLUMN

by Professor Roland Paxton

During my recent visit to Washington DC, I visited the offices of the Historic American Building Survey (HABS) and the Historic American Engineering Record (HAER) under the expert guidance of Eric Delony, Chief of HAER and author of *Landmark American Bridges*. I also had the pleasure of meeting Blaine Cliver, Chief of HABS/HAER and riding to the University of Maryland, to a luncheon in honour of the Panel's old friend and mine Charles E Peterson, in the vintage Cadillac of Deputy Chief, John Burns. The visit was of outstanding interest because of the similarity of their objectives and functions with those of the UK Royal Commissions on Ancient and Historical Monuments and our Panel. There will probably be one Commission less as that representing England is likely to be merged with English Heritage.

HAER was established in 1969 by the National Park Service, ASCE and the Library of Congress, to complement the functions of HABS in building and architecture, by surveying and documenting America's historic industrial, engineering and transportation resources and recording the working and living conditions of the people associated with them. It has a small permanent staff of engineers, architects,

historians, illustrators and photographers, which is greatly augmented for a 12-week period each summer by the recruitment nationwide of students and qualified individuals to carry out field work and prepare historical reports and measured and interpretative drawings in accordance with a 244-page manual (title shown). The temporary staff are paid about \$7,000 and great care is taken in their selection. Candidates, apart from stating the type of work in which they are interested and the usual details, have to provide a work sample. This sample is marked and only those achieving 80% or more offered employment. Less than 100 appointments were made from several hundred applicants. The quality of samples of the appointees and that of the Record itself were of a very high standard, with considerable emphasis placed on drawing and writing ability. Every month a consignment of original records is sent to its permanent home in the Library of Congress nearby. About 2,000 records have now been created.

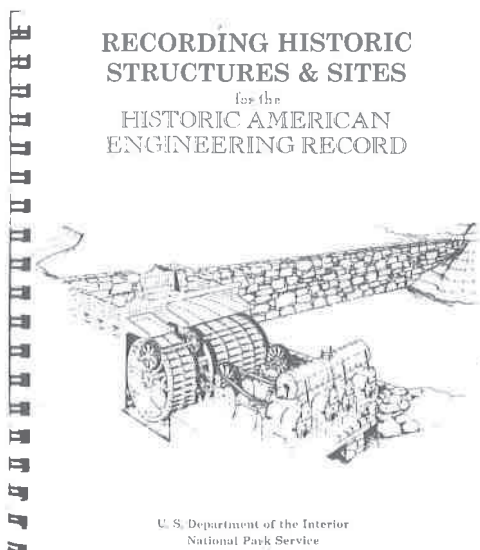


Mr Robert Vogel at Savage "Bollman Truss" Bridge, Maryland, USA
 Courtesy of Professor Roland Paxton

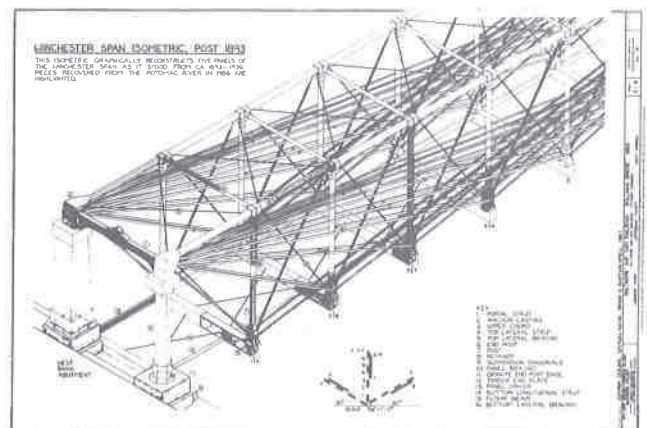
Robert Vogel, now retired from the Smithsonian Institution and whose publications include *The Engineering Contributions of Wendel Bollman*, very kindly took me to inspect the Bollman truss bridge over the Little Patuxent River at Savage, Maryland. As this type of bridge dating from 1850 represented a significant development in the establishment of the iron bridge in the United States I was delighted to see an example. It has two spans each of about 80ft and was first constructed about 1869 and re-erected at this location in 1888. The bridge is the sole surviving example of Bollman's bridging system, the first entirely of iron used by the Baltimore and Ohio Railroad and the first in America. By 1873 about 100 such bridges had been built.



Cast-iron bridge 1861 in Central Park, New York - one of the earliest cast iron arches in the USA
 Courtesy of HAER and Jet Lowe



Title page HAER Manual showing Blast machinery and dam Adirondack Iron and Steel Co., 1849-1854 - B A Richard, 1978
 Courtesy HAER



Baltimore and Ohio Railway - "Bollman" Bridge, 1893-1936
 Courtesy of HAER - J Downs, S Gaine and B D Bartholomew, 1987