



THE INSTITUTION OF
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SALTIRE AWARDS 2000

by Professor Roland Paxton

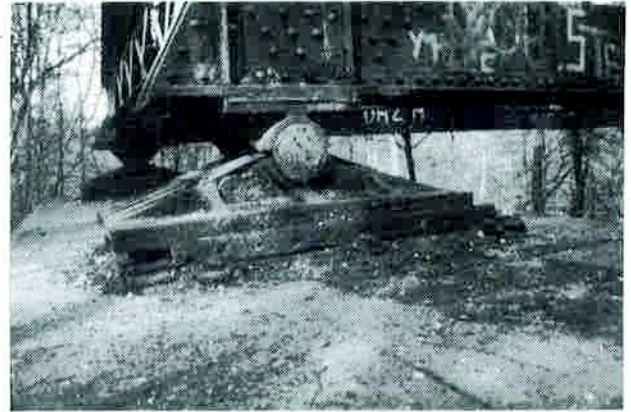
At the Saltire Awards for Civil Engineering ceremony for the year 2000 in Glasgow, ICE President Joseph Dwyer and Mr Kenneth Collins, Chairman of the Scottish Environment Protection Agency, awarded Bilston Glen Viaduct, Midlothian, the Society’s prestigious ‘Conservation Commendation’, the only award made in this category.



(1) Bilston Glen Viaduct – view from north end
© Geoff Mather

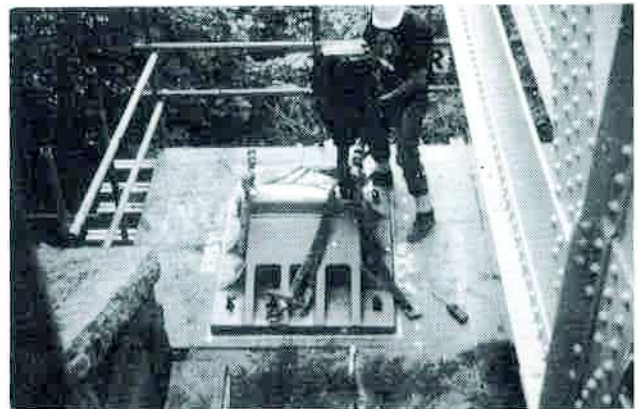
The award was made on the advice of the Scottish Group of PHEW, ‘for skill in conservation of the 1892 structure together with a modern deck to ensure long-term usefulness’.

The Commissioning Authority for the project was Midlothian Council – lead official, Senior Project Officer Mr Geoff Mather. Its sponsor was Edinburgh Green Belt Trust, who now own the viaduct, and its designers were Blyth & Blyth, Consulting Engineers – lead engineer Mr Alan Heatley. After the



(2) Bilston Glen Viaduct – Old rocker/roller bearing in-situ
© Geoff Mather

presentations, Professor Paxton, on behalf of the Panel, congratulated all concerned on an outstanding achievement. The Panel also commends the enthusiastic support and essential financial contributions of Historic Scotland and the Railway Heritage Trust towards the total cost of £1.373m.



(3) Bilston Glen Viaduct –
New bearing ready for positioning
© Geoff Mather

This project, previously referred to in *Newsletter* No.81 involving the rehabilitation for cycleway/footpath use of one of Scotland’s tallest and most historically significant viaducts has now made an impact at Heriot-Watt University. When it became known that the viaduct’s unique bearings were to be replaced, the Department of Civil & Offshore Engineering via the ICE East of Scotland’s Museum Committee, through the good offices of Professor Paul

Jowitt offered a home for one set weighing about 7 tons. This set comprising rocker and rocker/roller bearings from each end of the 100m main girder is now handsomely painted and interpreted on campus. The other set is mounted at the north end of the viaduct.



(4) Bilston Glen Viaduct – Deck under construction
© Geoff Mather

Readers are encouraged to visit this remarkable example of late 19th century bridge technology [NT 281 649] and, if the fancy takes them, to pass over the viaduct and on to historic Roslin. Access is easiest from Loanhead town centre via Church Street [NT 282 654] and the new cycleway/footpath alongside the disused railway.

OBITUARY – THOMAS BRYAN O'LOUGHLIN

by Ted Labrum



PHEW retirement presentation
left to right: Professor Paxton and Bryan
© Ted Labrum

Bryan O'Loughlin who died in November 2000 served in several capacities for 18 years on the Panel for Historical Engineering Works, retiring in 1997 from the position as Vice-Chairman. He provided an invaluable service in stimulating and co-ordinating the production by Panel members of reports on historical works, the primary objective of the Panel, during his

period as Technical Secretary. His encyclopaedic knowledge of historical structures, particularly of railway items, proved to be of special value when he undertook the task of scrutinising the drafts for the Panel's series of Heritage books during his period as Vice-Chairman from 1993 until his retirement in 1997. His regular visits to the ICE Library and his ability to deal with HEW queries has been recognised by Mr Chrimes, the Head Librarian, as a valuable contribution to the Library service.

Born in 1912 in Tipperary where his father was a vicar he was educated at Portora Royal School, Enniskillen, before going to Dublin University where he graduated in 1935. He began his civil engineering career with consultants Delap & Waller in Dublin followed by six years with the Irish Turf Development Board before moving to England in 1942. His appointment as Assistant Civil Engineer with Magnesium Elektron Limited, Burnley, lasted until 1944 when he went to Sudan.

His period with the Sudan railways and later with the Ministry of Agriculture extended from 1944 to 1955 giving a wide range of experience in railway track, bridges, buildings and harbours. Returning to the UK in 1955 he joined British Railways in the Chief Civil Engineer's Office of the Eastern Region, then at King's Cross Station. Here he was involved in major works projects including planning for the electrification of the East Coast Main Line.

He first became involved in a PHEW activity when he joined forces with Maurice Barbey, at that time the Panel's Technical Secretary, to salvage an early cast iron footbridge over the Great Northern line at Stevenage which had to be displaced for electrification clearance. He enjoyed regaling his fellow members with the account of this enterprise which led him to join the Panel.

He is survived by Eileen his wife who he married in 1938; she was a regular and active supporter of the annual Panel visits.

THE STORM OF 1703 by Brian George

I was reminded that storms are not new when Mr G L Cantrell loaned me a beautifully bound copy of *An Historical Narrative of the Great and Tremendous Storm which happened on November 26th, 1703*. The author of this 232 page volume is not recorded, except that it was printed for W Nicholl in St Paul's Church-