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THE HISTORIC BRIDGE AND INFRASTRUCTURE AWARDS 2003 by David Greenfield

On 20 November Douglas Oakervee, President of the ICE, presented three Awards and a further three Commendations during an informal ceremony at the ICE in London to celebrate excellence and innovation in conservation. Eleven projects had been nominated for these, the 6th annual Awards. The scheme now covers all repair, strengthening and conservation projects completed during the previous two years, involving any transport-related structure over 30-years-old, in England and Wales.

Professor Roland Paxton again chaired the panel of judges, who were:

- Terry Girdler, Chief Structural Engineer of English Heritage,
- Mike Winney, Editor Emeritus of NCE, and
- Andrew Leadbeater, ex-Chairman of the County Surveyors' Society Bridges Group.

The judges reported they were gratified to see so much variety among the nominations, and were impressed by the excellence displayed in the design and execution of many projects. They were also pleased to welcome to the ceremony elected Councillors from West Sussex County and Gwynedd Councils in the company of their engineers. Grateful thanks are again due to English Heritage, Network Rail and British Waterways for their continuing financial support which covered running costs. Support-in-kind was again provided by ICE and the CSS Bridges Group.

The three projects which received **Awards** are:

- **Berwyn Viaduct refurbishment**, Llangollen
- **Bordesley Junction Bridge restoration**, Birmingham
- **Trinity Bridge repair and stabilisation**, Crowland, Lincolnshire



Participants at Awards Ceremony

The three **Commendations** went to:

- **Greatham Bridge strengthening**, West Sussex
- **Wootton Waven and Yarningale Aqueducts**, South Stratford Canal
- **Porthmadog Cob Recreational Route**, Gwynedd

Each project is briefly described below.

PROJECT DESCRIPTIONS – AWARDS

Berwyn Viaduct Refurbishment



Berwyn Viaduct is a Listed six span masonry arch structure carrying the Llangollen Railway over a minor road and stream, adjacent to the river Dee. A cantilever station platform, dating from the opening of the line in 1860, was removed when the line was closed in 1960. The line is now being restored and run by the Llangollen Railway Trust. This project involved refurbishing the viaduct and constructing a replica cantilever platform. Extensive negotiations were undertaken with CADW, the Environment Agency, the highway authority and the Railway Inspectorate, to ensure the various conflicting requirements were met. David Symonds Associates designed the works, which were carried out by George Law Limited.

The Judges commented that, although part of the old causeway has been removed, the railway crossing has been preserved – 'It's like plating along one side.'

OTHER SUBMISSIONS

The judges wish to acknowledge the high quality manifest in all the nominated projects, including the following:

Claydon Hay Canal Bridge Reconstruction, Oxfordshire – Oxfordshire County Council, Babbie Group, Isis Accord Limited, S B Harris and Son.

Pidnill Bridge Restoration, Radcot, Oxfordshire – Oxfordshire County Council, Babbie Group, Fergal Contracting Company Limited.

Waterloo Bridge and Town Bridge Walkways, Christchurch, Dorset – Dorset County Council, Dorset Engineering Consultancy, Dorset Works Organisation.

Shaldon Bridge Strengthening, Devon – Devon County Council, South West Highways Limited.

Bridge 51 Restoration, Wootton Wawen – British Waterways, AWG Construction Services.

HISTORIC BRIDGE & INFRASTRUCTURE AWARDS 2004

by David Greenfield

Nominations are invited for the 7th annual Awards, whose purpose is to recognise, encourage and publicise excellence and innovation in aspects of historic civil engineering conservation. The sponsors are British Waterways, Network Rail, English Heritage, the County Surveyors' Society and PHEW.

A nominated project must involve the structural maintenance, strengthening, conservation or restoration of a structure more than 30-years-old within one of the following categories:

1. bridges and aqueducts;
2. other civil engineering structures pertaining to transport, for example tunnels, retaining walls, locks, wharves and large station roofs, but excluding buildings.

In addition the project must be within England or Wales and have been completed within two years of the closing date for nominations, 28 May 2004. The size of a project will not be a primary consideration of adjudication. Nominations are particularly encouraged for small schemes, and well-defined sections of major projects.

For further information, please contact the Technical Secretary:

Mr D J Greenfield BSc CEng MICE
33 Barrow Drive
TAUNTON
Somerset
TA1 2UX

tel: 01823 277155; email: david_greenfield@talk21.com

Readers are asked to bring this notice to the attention of colleagues involved in suitable projects, who do not receive the PHEW Newsletter.

'RETIREMENT' OF PANEL CHAIRMAN, ROLAND PAXTON

by Roger Cragg

At the recent Annual Meeting of the Panel, fittingly held at Heriot-Watt University in Edinburgh, Roland Paxton, who joined the Panel in 1975, stepped down from the Chairmanship of the Panel after 13 years at the helm.

Roland was appointed Chairman of PHEW in mid-1990, succeeding Professor A W Skempton who had, in turn, succeeded Mr J W Baxter in 1981.

An innovation introduced by Roland at the start of his chairmanship was the 'Chairman's Column' in the Panel's *Newsletter* and much of the material for this short appreciation has been culled from the subsequent 52 editions of the column.

During Roland's chairmanship he has been awarded numerous distinctions including a Professorship at Heriot-Watt University and the Garth Watson Medal and (jointly) the Robert Alfred Carr Prize of the Institution of Civil Engineers. Following a successful five years as a Commissioner of the RCAHM he was awarded an MBE. He has recently received two further recognitions of his contribution to the understanding of the history of Civil Engineering. In July of this year he was awarded an Honorary Doctorate of Engineering by Heriot-Watt University in recognition of his 'contribution to the technology of the built environment and to the University'.



Professor Paxton with Lord Mackay of Clashfern, Chancellor of Heriot-Watt University and Professor John Archer, Principal.

In November he received further international recognition when he was presented with the American Society of Civil Engineers' 2003 Civil Engineering History and Heritage Award 'for improving the understanding of the history of civil engineering through teaching, publications, and as Chairman of the Institution of Civil Engineers' Panel for Historical Engineering Works'. The award, instituted in 1968, was presented at the ASCE's Annual Conference at Nashville.



Professor Paxton with ASCE President 2003, Thomas L. Jackson (right) and ASCE Executive Director Patrick Natale (left).

© Ted Green, President of New Jersey Section of ASCE

In 1990 he published *100 Years of the Forth Bridge* to coincide with that notable centenary and was a major participant in the setting up of the Forth Bridge Visitor Centre which the Panel had the pleasure of visiting during the recent Annual Meeting in Edinburgh. Following extensive research on the life of Robert Stevenson he, together with Jean Leslie, published *Bright Lights – the Stevenson Engineers* in 1999. Over the years Roland has contributed numerous papers to conferences and meetings and, as an acknowledged expert on Telford and Stevenson, contributed his entries to the recently published *Biographical Dictionary of Civil Engineers*. He is currently working on the final (Scottish) volume of the Panel's *Civil Engineering Heritage* book series.

Under Professor Paxton's leadership the Panel has widened its sphere of influence towards a greater involvement in the fields of conservation and preservation both nationally and internationally. Through contacts established and reciprocal visits the Panel now has fruitful links with similar organisations in Japan, USA and Australia, an example being the talk given at the recent Annual Meeting by Dr Hiroshi Isohata, Chair of the Japanese Society of Civil Engineers History Group. At a more practical level Roland has himself been closely involved with a number of projects including the preservation of Braid Burn Bridge, Leaderfoot Viaduct and, most significantly, the recently completed restoration of Laih Milton Viaduct.

During Roland's stewardship of the Panel a number of significant developments have taken place. Among these can be highlighted the creation of Sub-Panels, now an important part of the Panel's activities, the establishment, in conjunction with other organisations, of the annual Bridge and Infrastructure Awards, first awarded in 1998, and the inauguration of the annual Smeaton Lecture, started in 1991.

To sum up in this short article the 13 years of Roland's Chairmanship has been a daunting task as, building on the firm foundations laid by his predecessors, he has contributed so much to the enhancement of the Panel's standing as a recognised authority in its field. We are truly grateful for Roland's contribution to our progress and success and wish him well in his 'retirement'. We are pleased, however, that he will be continuing with the Panel as its Vice Chairman.

DEATH OF BRIAN HASKINS

by The Editor

The Panel was sorry to learn that Brian Haskins, former Regional Engineer for British Waterways at Northwich, former Chairman of the Cheshire Branch and the Historical Engineering Group, and stalwart supporter of the Panel for Historical Engineering Works for many years, died suddenly on 5 November 2003 at the age of seventy after a short viral infection.

REPORT ON PANEL MEETING – EDINBURGH, SEPTEMBER 2003

by The Editor



John Ruddy inspecting Laih Milton Viaduct

The Panel held its autumn meeting at Heriot-Watt University from 3–5 September 2003. It was fittingly organised by Roland Paxton and he passed the Chairmanship on to Brian Crossley.

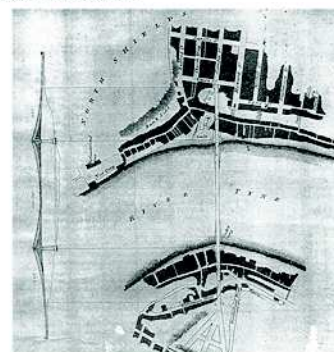
Amongst the business discussed was a continuation of the review of the Panel's organisation, objectives and activities which had been started at the Panel's April meeting. Progress reports were received from existing sub-panels and two further were established. Mr Anderson agreed to undertake work on 'Aircraft Hangers' and Bob McWilliam undertook to look into the subject of 'Roads'. The work of the 'Water Towers' sub panel has resulted in a recently published book on the subject by Barry Barton (details in the last Newsletter) and a Newcomen paper by Michael Gould. Bob Otter has presented two Newcomen papers on the basis of the work on 'Dry Docks'. A report was received on progress towards the establishment of C(onservation) A(ccreditation) R(egister for) E(ngineers) the launch of which is noted elsewhere in this issue. Reported sales figures of the *Civil Engineering Heritage* series continued the well-established trend – slow but steady – and it was noted that stocks of the Eastern and Central England volume were low requiring a re-print or new edition. Work remains in hand on the production of the final series volume covering the whole of Scotland.

In attendance at the meeting was Dr Hiroshi Isohata, Chair of the Japanese Society of Civil Engineers History group and he delivered an interesting evening lecture on their activities.

As always there were a number of very interesting visits which included one to the restored Laih Milton Viaduct. For most the highlight was a visit to the top of the Forth Rail Bridge to see the current ambitious re-painting works. The party was well guided by Ian Heigh, Network Rail's Project Manager and Alec Beattie, Balfour Beattie's General Foreman.

PROPOSED SHIELDS SUSPENSION BRIDGE, 1824–1826

by R W Rennison



River Tyne

In the past, articles have been written concerning the suspension bridge which in 1824 was proposed as a crossing of the river Tyne between North and South Shields,¹ but although certain aspects of the design have been considered, no earlier writer has fully pursued the matter of the side, or wind, bracing which was suggested by William Chapman; it is, however, of some interest.

The construction of a bridge was first noted in November 1824 following a survey of the site by William Clegram, presumably on behalf of Samuel Brown.² In February 1825 a public meeting was held in North Shields with the intention of forming a company to build the bridge and it was then that Brown produced a report on it.³ He had originally proposed that the 28ft wide bridge should be of two spans of 780 feet,