

## Panel for Historical Engineering Works Newsletter

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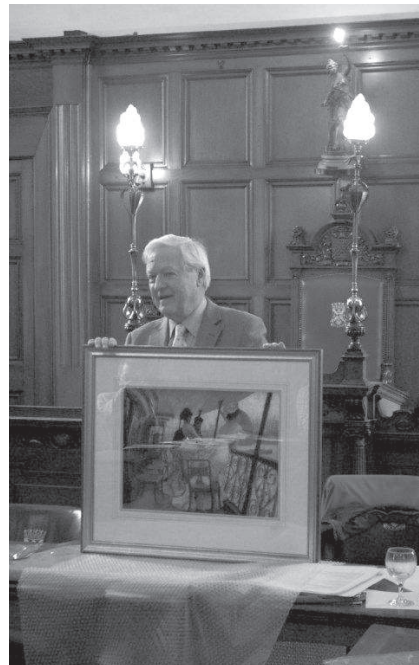
### Brian Crossley by Mike Chrimes

Brian Crossley recently stepped down as Chair of the Panel for Historical Engineering Works after ten years. When he took over from Roland Paxton in September 2003 he realised it was a hard act to follow, and deliberately strove to make his own mark rather than emulate Roland's approach to the role, which he had observed as Vice-Chairman since April the previous year.

From the start he ensured the Panel was on a business footing, with clarity over the agendas for the London and Regional meetings. Building on his experience with ICE's International Committee he has embedded the international engagement of the Panel, with delegated representation for our liaison with sister bodies overseas. He has encouraged regional engagement, supporting Panel members who were finding it difficult to get regional support.

He has remained heavily involved with the North West Group which has given him insight into volunteer issues first-hand. He encouraged the development of specialised sub-groups to enable PHEW to comment effectively when advice has been sought from heritage bodies and asset owners, and making the PHEW records

available through the ICE website. His support and advice has been invaluable to the ICE staff he has worked with and ensured that the Panel has intended to be one of the most proactive of ICE's Expert Panels.



Brian receiving presentation at Clydesdale Town Hall © ICE

He has continued Roland's engagement with heritage bodies and one of his last acts was to write objecting to Network Rail's proposed Ordsall Chord alignment and its threat to the original Liverpool-Manchester Railway.

Brian's first got involved with PHEW as Regional Representative in the North West in the mid-1970s. Brian's decision to step down has much to do with his other great historical passion – Rattan furniture. It seems unlikely Janet will see more of him.

Brian was awarded the Garth Watson Medal in recognition for his service to the Institution in 2002. He has now stepped back after 50 years of involvement. He said then "Nobody made me become involved. I have always cherished opportunities to be reassured by the potential exhibited by the next generation of civil engineers and then to see it materialise."

PHEW has benefitted for this selfless dedication for a decade. Thank you, Brian!

## Jim Shipway by Roland Paxton



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Jim Shipway was born at Netherlee, Glasgow, on 29 March 1926 and died at Braeburn House Nursing Home, Edinburgh, on 9 August 2013. He had served as PHEW member for Glasgow and the West of Scotland for 9 years until September 2007 (*Newsletter* No.115), after which in failing health he withdrew from all professional activity to devote his remaining years entirely to his Christian ideals.

Jim's interest in engineering history stemmed from his youth on learning that his maternal grandfather, consulting engineer Alexander Simpson (1832-1922), had been instrumental in creating Glasgow's iconic 'Subway' and the West Highland Railway Extension, including Glenfinnan Viaduct. One of Jim's proudest moments, in 2001, was unveiling a plaque at St. Enoch's Station commemorating the centenary of the Subway (*Newsletter* No.90). Another, on 12 July 1997, was unveiling the Glenfinnan Viaduct centenary plaque with Sir William McAlpine Bt., when both also looked quite the part on the footplate of 75014! (*Newsletter* No.75).

This background influenced Jim to take up civil engineering. He left school in 1943, served 4 years with the RAF as a radio operator in Ceylon, and then attended Glasgow University, graduating in engineering in 1951. He then joined Sir William Arrol and Company, for whom he had worked part-time from 1948-1950, until 1952, when he began a consulting engineering career working for Ove Arup, whose Glasgow Office he later ran for 7 years. He also served with the firm in Lagos. Latterly he worked with Cuthbertsons of Edinburgh and then on his own.

Jim was a FICE (1967) and FStructE (1966) and served on the Council of IESIS. He had 3 historical engineering papers published by the ICE and won the Charles Hawksley and Robert Alfred Carr Prizes. He wrote and lectured on the history of the Tay and Forth Bridges, Glasgow Subway and the West Highland Railway Extension. Favourite topics included I K Brunel, 'concrete Bob' McAlpine, Sir William Arrol and, history of structures, an interest that gained him a PhD on girder bridge development from Heriot-Watt University (*Newsletter* No.97) remarkably aged 76! We enjoyed co-authoring *Civil Engineering Heritage Scotland*, 2007.

Jim was gentlemanly, generous, painstaking, and appreciative of the finer things in life, including dressing well – on entering a railway station with Jim you were likely to be ushered to a first class compartment! He did not succumb to using a PC for writing, using a neat, spidery, blue-ink fountain pen hand. He was deeply religious and a Church of Scotland Elder. Nothing temporal was to be indulged in on the Lord's Day, as noted at PHEW Annual Summer Weekend visits when Jim was never to be seen on a Sunday – well almost never!

## John Carter by Trevor Hodgson

Former PHEW member for the Yorkshire Region, John Carter died in late September this year. John was a member of the Panel from September 1984 until April 2001.

He was born in 1923 in Sheffield and educated at King Edward VII School and Sheffield University. On graduation, John joined the Royal Aeronautical Engineering Establishment at Bedford as a structural engineer.

He moved to Sheffield City Engineer's Department specialising in bridges and on local Government reorganization in 1974, he became Chief Bridges Engineer at South Yorkshire County Council. When the County Council was abolished, John returned to Sheffield City Council as Principal Bridges Engineer. Amongst many projects, he was closely involved in reclaiming extensive opencast mining sites to form Rother Valley Country Park and liaising with different parties dealing with the problems of Tinsley Viaduct (HEW 2716) carrying the M1 over the River Don valley.

John was Honorary Secretary of the ICE Yorkshire Association from 1968 to 1974 and Chairman in 1978-1979.

## Chairman's Column by Gordon Masterton

I'm delighted to be writing this first column for the *PHEW Newsletter*. Learning the lessons of the past for the benefit of the future was one of the key messages in my year as ICE President so it's a bonus to have another opportunity to be involved with such an important aspect of engineering. I recently attended the launch of the ICE's "Shaping the World" appeal. The promotional video for this ambitious programme began with celebrating the beneficial impact of great engineers like Telford, Rennie, Brunel, Stephenson and Bazalgette. And my delight was complete when I heard the phrase "We need the PHEW to once again inspire the many" – at least that how I chose to hear it!

We are not short of challenges to our ability to learn from the past – or indeed dealing with threats to our engineering heritage. In PHEW we have an important role to play in both and I will be wanting to hear from all readers about how best we can disseminate learning and knowledge and how best to ensure that the most important parts of our engineering heritage are kept alive