





June 2009

ice | north east

ice  
Institution of Civil Engineers

## Are you a budding photographer?



The Institution of Civil Engineers' Graduates & Students Committee offers you the opportunity to showcase your flair and win fantastic prizes in a photography competition to commemorate the 150<sup>th</sup> anniversary of Robert Stephenson's death and the impact he had on the Engineering world.

The competition is open to ICE members, friends, family and non-members alike and there are no age restrictions. Entrants are asked to submit photographs of regional engineering achievements / icons which may include but are not restricted to the works of Robert Stephenson.

### To Enter

You may enter more than one photograph, to more than one category. Please state which category you are entering when you submit your pictures, along with your name, age (if you are under 18), and your membership status/affiliation.

### Categories

- Robert Stephenson Structure
- Iconic Structure in the North East
- Best Members' photograph
- Best Graduate and Student Members' photograph
- 10 to 17 year olds
- Under 10 year olds

- Email digital copies/scanned prints to:  
Laura Tweddle at [laura.tweddle@jacobs.com](mailto:laura.tweddle@jacobs.com) or
- Post hard copies to:  
Laura Tweddle, Jacobs, Horsley House, Regent Centre,  
Gosforth, Newcastle, NE3 3TZ  
(Please note: hard copies cannot be returned)

The closing date for entries is **Tuesday 30<sup>th</sup> June 2009.**

### Exhibition

Submitted photographs will be displayed throughout September and October to help promote civil engineering to a wider audience, with an evening of awards on Wednesday 21<sup>st</sup> October 2009. Look out for information about the displays!

*NB. By entering the competition, you are agreeing for us to use your photos in a display as part of the competition, and entries may be used in our future newsletters and promotional documentation.*

[www.ice-northeast.org.uk](http://www.ice-northeast.org.uk)

Registered charity number 210252  
Charity registered in Scotland number SC038629

## THE ROCKET



Robert Stephenson  
Awards 2009

### NEWS FROM THE TRUST

The Trust continues to negotiate for premises to house its collection and it is hoped that more information will be available in the next edition of 'Rocket'

The Stephenson Works 1823 Engine is now on display at Beamish Museum and the collection of Stephenson locomotive nameplates can be seen at 'Locomotion' the National Railway Museum located at Shildon, County Durham.

Members of the Trust have also been active in giving talks on a variety of related subjects to a number of societies and organisation.

An active role has been taken in the co-ordination and support of various 150 anniversary events and projects.

A number of Robert Stephenson exhibitions have been planned and these are detailed in the 150th Anniversary programme card. It is anticipated that this is an area which the Trust will remain active.

Work continues on the redesign of the Trust Website to reflect the regrettable loss of 20 South Street and the change of emphasis in Activities.

Trustees are always ready to receive comments and suggestions on how the declared objectives can be achieved and delivery improved.

You can get in touch with the Trust via  
Email : [rstrust@hotmail.com](mailto:rstrust@hotmail.com)  
Letters should be addressed to:  
The Robert Stephenson Trust  
c/o The North of England Institute of Mining and Mechanical Engineers  
Mining Institute,  
Neville Hall,  
Westgate Road,  
Newcastle upon Tyne,

The Institution of Civil Engineers highlighted the importance of 2009 when winners of this years Robert Stephenson Awards were presented at the ICE North East's annual dinner at the Marriott Gosforth Park Hotel on 30th April 2009.



The Blue House Bridge replacement programme on the A1058 Coast Road at North Shields scooped the prize for winner of the Under £4m category of the awards. Infinity Bridge in Stockton won the Over £4m category.



In the Under £4m category, a commendation was given to the Craggside Iron Bridge Restoration project, Craggside House. Lord Armstrong's bridge had remained closed for 30 years prior to the £600,000 restoration.



June 2009



**A Festival celebrating the life of Robert Stephenson is being held in Berwick Upon Tweed between May and October, 2009**

Everyone is being invited to join the celebrations of the life of Robert Stephenson and the story of the railways in and around Berwick. There will be a series of railway and bridge-related events throughout the period of the Festival and below are listed those which are already in place.

The Berwick Festival is a co-operative venture involving Berwick Borough Council, Berwick Museum and Archives, Berwick History Society and other local amenity groups along with the support of the Institution of Civil Engineers and the Robert Stephenson Trust.

For further information:

<http://www.berwickmuseum.org.uk/stephenson150.htm>

BERWICK could see in the 2010 New Year in spectacular fashion if an ambitious £150,000 project to light up the Royal Border Bridge gets the go-ahead.

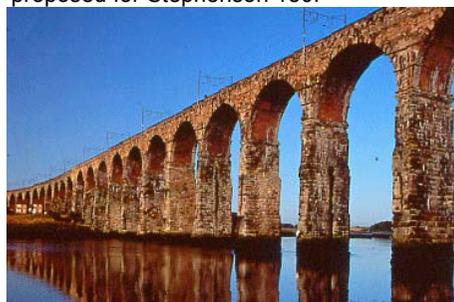
Plans to light the bridge's arches have been drawn up as the spectacular finale of a series of events to commemorate the man who designed and built the structure. Pioneering engineer Robert Stephenson died 150 years ago and the anniversary will be marked with a host of activities during the coming months, ranging from themed walks, talks, exhibitions and special film nights.

However, Tim Kirton, a member of the steering group organising the Stephenson 150 project, said the biggest event would be lighting up the bridge – if funding could be gained and permission granted. Mr Kirton told a meeting of Berwick Town Council's

events committee a feasibility study into lighting up the bridge was currently being carried out. "Illuminating the bridge would create an iconic feature for Berwick which would be recognisable both regionally and nationally."

He explained that the biggest threat to the project would be the presence of nesting bats. "A bat survey will be carried out between April and June. Providing nothing is nesting under the bridge, we should be okay." Mr Kirton said of the estimated £150,000 it would cost to light up the bridge, £60,000 had already been pledged by the Railway Heritage Society. He added that using special bulbs would keep the day-to-day cost of switching the lights on to a minimum. He said that although organisers were hoping for a switch-on date to coincide with the actual anniversary of Stephenson's death in October, a more realistic timescale would be New Year. Earlier, Mr Kirton told councillors Stephenson was arguably the greatest ever engineer and commemorating the 150th anniversary of his death with a series of events would help people appreciate his achievements. "It is also important for people to learn about the significance of the Royal Border Bridge," he added. "It's also about attracting tourists and visitors to the town and area, getting them to spend locally and giving them a great time."

The Royal Border Bridge was constructed between 1847 and 1850 and was officially opened by Queen Victoria. Mr Kirton said a re-enactment of the opening ceremony by Queen Victoria was among the events being proposed for Stephenson 150.



# THE ROCKET

The Newsletter of the Robert Stephenson Trust - June 2009

## NEW ROBERT STEPHENSON TRAIL LEAFLET LAUNCHED

The Institution of Civil Engineers North East in association with the Robert Stephenson Trust has launched a new trail of sites and locations which people can visit to learn how Robert Stephenson helped to shape the world.

The Robert Stephenson Trail – launched to commemorate the 150<sup>th</sup> anniversary of the engineer's death – highlights 18 places of interest to visit from the Royal Border Bridge in Berwick to the Sunderland Bridge over the River Wear.

Compiled in conjunction with the Robert Stephenson Trust, the trail is split into two sections, Northumbria and Newcastle--Gateshead, and encompasses not only some of his achievements, but also the places in which he worked and lived.

The Northumbria section incorporates the Stephenson family homes in Willington Quay and in West Moor, Killingworth, as well as the Royal Border Bridge, East Coast main Line viaducts, Hownes Gill viaduct, Victoria viaduct and the Sunderland Bridge Over The Wear.

The Newcastle- Gateshead section takes in Central Station, Robert Stephenson & Co, Stephenson Monument, the North of England Institute of Mining and Mechanical Engineers, the Literary and Philosophical Society, Alderman Fenwick's House, Dean Street Arch, the High Level Bridge, the Skew Bridge and the home Robert Stephenson and his wife, Fanny, held in Westgate Road.



L to R Jean Venables, President ICE, RST Trustee, Michael Taylor, Greg Lutton, Chairman ICE NE at St Bartholomew's School.

Greg Lutton, regional chairman of ICE North East, said: "From the North East, Robert Stephenson became, and still remains, one of Britain's most eminent engineers. His leadership and vision is responsible for creating many of the great structures which still stand as inspiration to the civil engineers not only of today, but also of tomorrow.

"This trail helps people who have an interest in either Robert Stephenson's works or in his life to discover more about his achievements and the man behind them."

# THE ROCKET



## LETTERS

Dear Sir,

I am a local songwriter currently in the process of writing a modern folk song about the Rainhill Trials. I have researched the subject but one thing I am struggling to establish, is how 'Rocket' was transported to Rainhill. I have read that 'most of the engines were transported by sea and assembled at Liverpool' but I don't know if this was the case for Rocket. I wonder if you could help me to confirm this or otherwise.

John  
www.myspace.com/sawdustjacks

Dear Sir,  
*Until such time (rather later in the century) as a reasonable rail connection became available locomotives made at the South Street works tended to be dispatched by ships leaving from the Tyne. In the case of those destined for the Liverpool & Manchester Railway however these were crated and sent by road to Carlisle where they were put aboard a lighter for moving by the canal to Bowness on Solway. So far as the 'Rocket' was concerned here the parts were put aboard the steamer Cumberland and taken on to Liverpool.*

Yours sincerely

Editor



Sirs

In the course of research into the banking affairs of the Darlington firm of J & JW Pease I have come across a number of references to Stephensons, albeit indirect.

However, it is evident that financially, at least, the latter half of the nineteenth century was something of a disaster for the business

It seems that Sir Joseph Pease injected very substantial sums into the business, incorporated it and then liquidated it in the 1890s. Eventually his investment in Stephensons (and other businesses) lead to the bank failing.

I would be interested to know whether: Any Minute books survive, if so where? Are there any financial statements to shareholders, eg Reports and Accounts etc, available, if so, where?

The Company was in Receivership in the early 20th Century - WB Peat being the Receiver - when was he appointed and when did his duties cease? In short, I am seeking additional financial information. Can you offer me any help? If so I would be most grateful.

Christopher

Hello Christopher,

*That was very interesting and I wish we were in a position to be of more help but we do not have a lot of financial info apart from a copy of, I think, the last 10-15 years Order Book (ie prior to 1902). You could try the National Railway Museum at York and also Merseyside Museums where they hold the Vulcan Collection which has a number of RS&Co. documents. The Company decided to vacate South Street premises in the mid to late 1890s as they knew no further expansion could take place there and the facilities were largely out of date. The Greenfield site at Springfield, Darlington was, I believe, occupied from 1902 and transfer of machinery and work in hand was transferred there from South Street mid 1902 onwards until the works finally closed in 1904.*

Yours sincerely  
Editor

# THE ROCKET



## Stephenson Locomotive Society celebrates it's Centenary

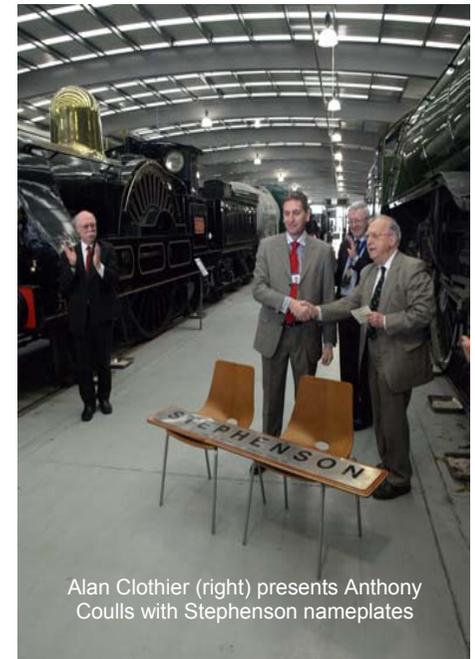
The Stephenson Locomotive Society is the world's longest running rail enthusiasts' group commenced centenary celebrations with the naming of a locomotive at Shildon in March.

The ceremony took place on 30th March at 'Locomotion' the National Railway Museum in Shildon, County Durham.

A plaque was unveiled on the side of a Freightliner Group Ltd class 66 diesel locomotive bearing the society's name, and the dates 1909 to 2009.

Robert Stephenson Trustee and SLS member, Alan Clothier also presented the Museum with the collection of Stephenson nameplates which had been on display at 20 South Street.

Derek Cobby, from the society's controlling council, thanked Freightliner for the commemorative nameplate, and expressed pride at donating memorabilia to Locomotion.



Alan Clothier (right) presents Anthony Coulls with Stephenson nameplates

Museum curator Anthony Coulls added: "It is a great privilege to be able to collaborate with the society, and to have such a modern engine in such historic settings is a great achievement for us.



From left to right the people are -  
Brian Lewis - SLS Chairman  
Tim Shackerley - Engineering Director - Freightliner Group Ltd  
Sir W McAlpine Bt. - SLS Patron  
Andrew Dow - SLS President  
photos courtesy of John New

The locomotive is Class 66 number 66957



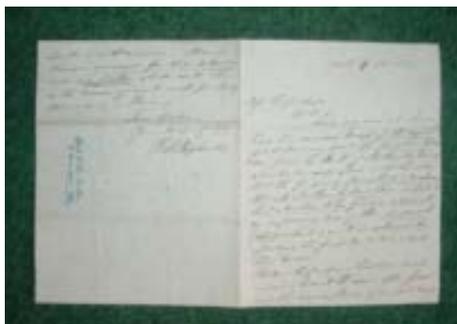
## AUCTION SALE IN CARLISLE

The auction sale of 321 documents and ephemera held in Carlisle on 23rd April included a number of items relating to Robert Stephenson.

Lot 166 was described as a **Robert Stephenson letter – Northumberland Railway**. 1844. A fine & important letter written in his hand & with his full signature, dated York 9th Nov 1844, to Thorp & Dickson, relating to the proposed railway line & the Duke of Northumberland

*"On the 18th Sept Mr Hudson and my Father, Mr George Stephenson, called officially on Mr Blackden to point out generally the route proposed to be taken, with the view of ascertaining how it might be unobjectionable to his Grace – Line East of Warkworth Castle – proposed Station – Inhabitants of Alnmouth that the main line might pass close to the Town".*

A filing endorsement reads "Read to the Duke 11th Nov 1844 W. Dickson". The sale estimate was £200 to £400. Lot 165 was:



**Northumberland – Railway – Documents & Manuscripts**. 1845-47. An interesting bundle of correspondence & copy correspondence regarding proposed Branch Railway to Alnmouth, with Petitions by the Inhabitants of Alnmouth & Al-



mouth, copy letters to the Duke of Northumberland, George Hudson, Mr Blackden, etc., with an interesting letter from W. Dickson, Solicitor at London relating to the above Railway Bill & George Hudson

*"The Atmospheric is a most childish scheme for they can only send 14 trains per day & 40 or 50 tons per train!, say 50 x 14 = 700 tons per day – That will do nothing – where much coal is sent, it often happens that as 1000 tons are sent by one train, I am just going to the Committee & if I have anything I will let you know"*, addressed to J.C. Blackden. 31 items & sketch plan of proposed lines.

The sale estimate was £250 to £500.

Other documents were letters and papers relating to George Hudson and Thomas Elliot Harrison.

The Trust decided some time ago it was not our policy to buy originals but we are always interested to learn of any such sales and ensure that we have transcripts of any relevant documents.



## Primrose Hill Tunnel East Portals

The Camden heritage Trust has been discussing the cleaning and restoration of the portals with Network Rail, English Heritage and others for the past 24 months. These initiatives bore initial fruit when Network Rail instructed its framework contractor to draw up plans for the removal of vegetation, primarily buddleia and ivy, from the face of the portals, the repair and reinstatement of drainage channels, the removal of vegetation around the portals to improve drainage and removal of graffiti.

English Heritage has been advising on all of these works. The aim has been to qualify them as works of like-for-like sensitive repair rather than works altering the character of the building, thereby requiring listed building consent. This has been agreed with conservation officers.

The works are currently almost complete. The photograph below show the tunnel portals before the works.

The next stage will be to undertake a survey of the restoration work required. This will also be used to monitor the impact that the current works have had on ameliorating the drainage and vegetation problems and assess the likely feasibility of different restoration measures.



## DANNY MARSHALL



Danny Marshall died on 19th July 2008 aged 78 years. The Labour veteran and former Lord Mayor served the community for 34 years as a Newcastle and Tyne & Wear councillor before he stood down in 2004. He served as Newcastle

City representative on the Robert Stephenson Trust until 2005.

Mr Marshall served as a city councillor for 22 years and, between 1974 and 1986, was a member of the former Tyne & Wear County Council. He was chairman of Tyne & Wear Passenger Transport Authority from 1995 to 2004.

Newcastle Council's Lib Dem leader, Coun John Shipley, said: "Danny was a wonderful man who contributed so much to the political life of Tyneside. He always put people first and we shall miss him greatly."

Mr Marshall was born in Corbridge, but lived in Throckley since 1935. A retired civil servant, he was Lord Mayor in 1998/99.

His main interests were economic development, planning and public transport, and he was the council's first cabinet member for development and transport.

He represented the council on a number of committees, including Newcastle Airport and the Building Preservation Trust and was the City's representative on the Robert Stephenson Trust until 2005.