



THE ROCKET

The Newsletter of the Robert Stephenson Trust - December 2009



NEWS FROM THE TRUST

The commemoration of the 150th anniversary of the death of Robert Stephenson has been a busy time for the Trust. Chairman, **Bob Longridge**, has been actively engaged in developing existing partnerships and actively investigating associations with other organisations. **Bob RENNISON**, **Jim Coulson** and **Mike Brown** (Trustee) have been assessing the viability and business plans associated with various possible alternative premises for a base for the Trust.

Curator, **Alan Clothier** has been working with staff at the mining Institute to integrate and catalogue the Trust's book collection within the Mining Institute library. A variety

of talks and lectures have been given by **Alan Clothier**, **Michael Taylor**, **Michael Bailey** and **John Addyman**.

Historian **Vicky Haworth** is working with **Mike Brown** doing research and interpretation for plaques and display boards. Historian, **Mike Johnson** has handled book sales and **Tony Clapp** has ensured that financial transactions are completed efficiently.

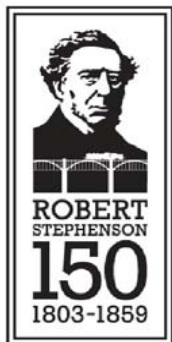
Vicky Haworth did the research for the London & Birmingham Railway exhibition at Newcastle Arts Centre. The display was the concept of the **Arts Centre's professional team**. **Michael Taylor** has curated exhibitions at Ponteland and Berwick.

A number of items have appeared in the press and on TV much to the efforts of **Vicky Haworth** and **Graham Jellett** assisted by the regional office of the **Institution of Civil Engineers**.

Genealogist and Trustee, **Bob Roper** continues to receive regular enquiries from those people researching their family history.

The Trust is indebted to **Mike Brown** (Friend) for maintaining the web site in recent years. This task has now been taken over by **Michael Taylor**.

Three new Trustees have recently been appointed, **Colin Wheeler**, **John Jeffrey** and **Brian Green** following the resignation of **Margaret Hague**. The Trust is indebted for her work.



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PRODUCTS OF THE WORKS

Our Curator, Alan Clothier, was both surprised and very pleased to receive recently an email enquiry from Ian Lawson of Glasgow concerning a photograph (shown below) which he had taken in the Railway Museum at Ljubljana in Slovenia. The photograph was of a 4-wheel rail-borne hand crane of some 2T capacity which it was thought had been built in this country and was numbered 756.

Enlarging the photograph Alan found the axleboxes had cast into their external faces 'R S & Co. 1874'. An exchange of emails with Mr. Lawson revealed that the Curator of the museum in Slovenia would like to know more and Alan has been in touch with him to let him know that it was a product of the world famous works in Newcastle upon Tyne and which some years earlier in 1866 had supplied to the Egyptian Railways a 6-wheeled steam crane of 10T capacity for breakdown purposes and which we hope to illustrate in our next edition of Rocket.

In replying the Slovenian curator, Mladen

Bogic, has added more interest to the story by sending pictures of a second crane similar to that illustrated but which is now stored at the station of Stanjel a short distance north of Trieste, in Italy. It however may well have been fitted to a more modern underframe as the axlebox fronts bear the letters SHS-CXC which stand for the 'State railways of the Kingdom of Serbs, Croats and Slovenes' which applied in the period 1918 - 1929 when the state of Yugoslavia was proclaimed and the railways were re-named as the JDŽ - Yugoslavian State Railways.

Interestingly this crane was used in railway workshops in Nova Gorica until a few years ago for lifting the electro motors from the bogies of the USA-built heavy diesel-electric locos during their overhauls. As Mr. Lawson wrote, its strange to think that a piece of basic equipment dating from the early years of steam railways should still be in official railway use over 120 years later! It is a credit to the sturdy workmanship by the manufacturer!



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NEWCASTLE EXHIBITION

An exhibition held at Newcastle Arts Centre in September and October featured original drawings from the Stephenson office, reprints of J C Bourne's illustrations, photographs, historical information and a working model railway. Part of a historic collection of toy trains was an intergral part of the exhibition.

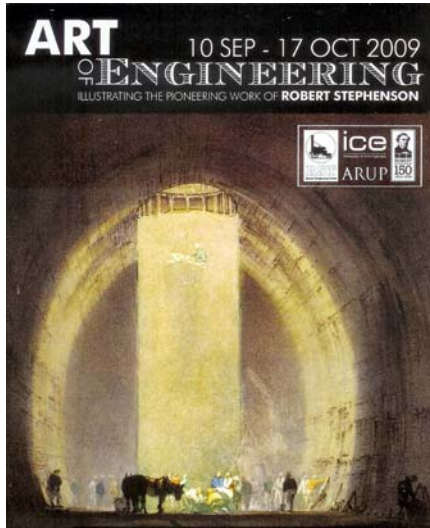
The working drawings of structures on the London & Birmingham Railway is courtesy of the worldwide engineering design firm Arup who acquired the collection in auction having recognised their importance.



Also featured in the show, which was funded by Mike Tilley of Newcastle Art Centre supported by research from Trust Historian, vick Harworth, were new art prints made at Newcastle Arts Centre from the lithographs of John Cooke Bourne.

John Cooke Bourne was born on 1 September 1814, in Hatton Garden. His godfather was the artist and engraver, George Cooke (1781 - 1834).

It is probable that he used a portable camera obscura as an aid in the years immedi-



ately before photography.

In 1836, a short walk from Bourne's home in Lamb's Conduit Street, London, Robert Stephenson was beginning to build the London & Birmingham Railway. It started at Euston and ran through the streets and tenements of Camden Town and on towards the Midlands.

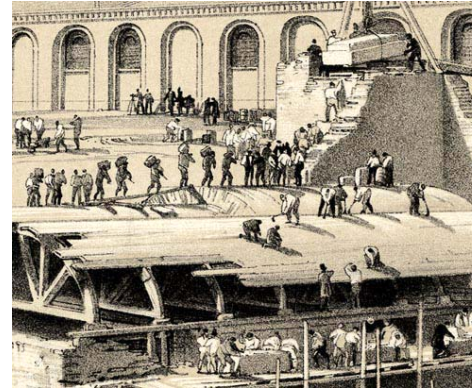
At the age of 22 Bourne began a series of sketches and watercolour drawings of Stephenson's construction work. Bourne sent several examples of the sketches to John Britton a writer and patron of the arts, who became his sponsor. The publication of the folio 'Bourne's London and Birmingham Railway' in 1838 is an amazing document of the building of the railway from which we have made fresh high quality exhibition prints.

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LONDON & BIRMINGHAM RAILWAY

Constructed between 1834 and 1838, the London & Birmingham Railway was the first major rail link between the capital and the provinces. It was a *tour-de-force* for Robert Stephenson who was under thirty years of age and appointed Engineer-in-Chief for the works at a salary of £1500 per annum.



Over 111 miles of double track incorporating innovative bridges, vast viaducts, cuttings and tunnels were to be built concurrently and because Robert Stephenson insisted on superb alignments and easy gradients, the project demanded engineering skills and the scale of construction never before undertaken.

The total cost of the railway was over £5,5M which included stations, depots and rolling stock, whereas Stephenson's original estimate of £2,400,456 was for engineering the line only. Despite the engineering difficulties overcome by the skilful direction of Robert Stephenson, the railway was completed within three months of the four-year schedule. On 24 June 1838, the first train commenced its historic journey from Euston Station to Curzon Street Station.

The Drawings

In 1969, a number of original working drawings of structures for the London & Birmingham Railway were auctioned in London.

Ove Arup & Partners have always maintained a keen interest in industrial archaeology and in

particular the achievements of the great Victorian railway engineers. The firm who acquired the drawings at auction considered it essential that, as they represent an important era of our heritage, as many as possible should be purchased so as to keep them together in one collection.

The drawings are now over 175 years old and works of art in their own right.

COMMEMORATIVE COVER



Buckingham Covers producers of exclusive first day covers and sheets have produced their own tribute to commemorate the 150th anniversary.

Endorsed by the ICE this cover is part of the company's esteemed railway cover series.

Features a striking image of The High Level Bridge in Newcastle upon Tyne. Image reproduced with kind permission of ICE.

Certified by Royal Mail
With an official Westminster postmark.

Gold wording

The wording on the cover is embossed in shiny gold print

Only 500 produced.

Price from Buckingham covers £8.95



HIGH LEVEL BRIDGE GETS EUROPA NOSTRA ACCOLADE

In all, since completion the project has received seven prestigious awards and recently representatives from Network Rail, who own the bridge, were joined by officials from Europa Nostra, First Group, local councils, May Gurney, the contractors who completed the job, and Mott MacDonald, designers for a celebration.

Jim Cornell, Executive Director of the Railway Heritage Trust, stated "I am delighted that Network Rail's huge initiative to restore Robert Stephenson's historic structure has been recognised with so many awards including the high level Europa Nostra Award. It is a pleasure and an honour for the Trust to receive a cheque for €10,000, part of Network Rail's award, which the Trust will use to make sure that the history of the High Level Bridge is available to those who visit it and study the interpretation boards."

John Ellis, chairman of the National Railway Heritage Awards added: "The National Railway Heritage Awards judges and adjudicators were hugely impressed by the care which Network Rail and its contractors took in conserving and reconstructing the heritage features of this national monument. The bridge has been restored to its full engineering and design glory and its practical use for the present day."

In May 2008, May Gurney and Network Rail successfully completed seven years of complex strengthening and refurbishment works, which have extended the useful life of the High Level Bridge by at least another 50 years.

John Chappell, director of civil engineering at Network Rail, said; "Network Rail is honoured to be the steward of amazing aspects of our industrial heritage. A prime example of this is the stunning High Level Bridge connecting Newcastle and Gateshead. Restoring this bridge to its former glory was a very tough challenge and it's very gratifying to see the hard work of those involved recognised."

John Wilkinson, managing director of rail engineering project services at May Gurney added; "The event today recognises strong partnership working between everyone involved in the careful restoration of this iconic bridge."

Vicky Haworth represented the Trust at this event.



The construction team

CITATION

"The Jury was enormously impressed with the level of engineering professionalism shown in this project, from original research into the fatigue performance of cast-iron, down to the restoration of the original lamp standards. The granting of a Prize represents the importance the Jury attached to the retention in day-to-day use of such engineering icons of our industrial heritage."

The High Level Bridge in North East England was built by engineer Robert Stephenson and

opened by Queen Victoria in 1849. Consisting of an upper deck for train traffic and a lower deck for road vehicles, the bridge is the oldest of those currently spanning the river Tyne and is one of the UK's most historic railway structures.

Repair and strengthening works have ensured its function as a strategic transport link for both local road traffic and the national railway network. The restoration of the bridge,

through works such as the repainting and restoration of the cast iron lamp stands has also ensured that the Bridge remains a cultural landmark. Techniques used have been in keeping with the engineering context of the bridge and consistent with its materials and design.

The project has had a positive impact on whole communities within Gateshead and Newcastle and has attracted much interest locally and nationally.

THE ROCKET



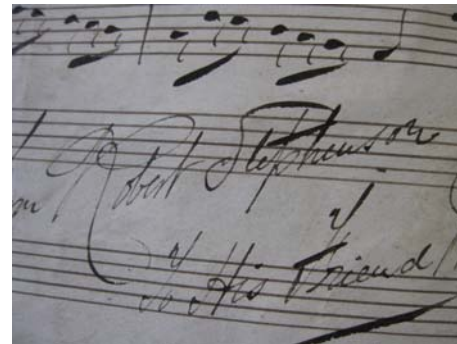
LETTERS

Dear Sirs,

Whilst searching the records of the Bagpipe museum at The Chantry, Morpeth I have come across a tune book with an interesting signature. I've enclosed a picture – what do you think?

We do not have a date for the tune book, other than that James Hill, whose tune it is was, was writing early to mid 19th century. The tune is one of hill's most famous "The High Level Hornpipe", presumably written in about 1849 when the bridge opened.

yours sincerely
Anne



Dear Anne

At first look it appears that it could be Robert's signature. Others connected with the Trust have considered the document and opinions are divided. Further research will be required.

Robert's mother, Fanny Henderson was fond of music and it is her that possibly cultivated Robert's interest. He purchased a flute and was so proficient that he played in a band which instead of an organ played at religious services at Long Benton Church

However Robert never signed Robert after about 1827 - The S is not right although the t and final n are similar.

yours sincerely
Editor

Dear Sirs,

I have in my possession a very large cast iron sign which formerly was one of two which adorned the bridge which used to carry the Alnmouth and Alnwick branch railway over the old A1. It reads : " ROBERT STEPHENSON & Co., Ltd., 1848." It was given to me by a Mr. Bentham, who was the Engineer and Surveyor to Alnwick District Council up to its demise with the local government reorganisation of 1974.

If this sign would be of interest to you for display, I would be prepared to let you have it on extended loan, subject to terms to be agreed.

Yours faithfully,
Michael

Dear Michael,

The Trust is always delighted to become acquainted with products of the works of Robert Stephenson & Co. and we thank you for letting us have details of the item. Unfortunately we are no longer in occupation of the remains of the former Robert Stephenson & Co. works site Had all this not been the case we would have been very pleased to discuss with you terms for a long-term loan providing of course that no charges were involved on our part. I think it only fair to point out that the policy now adopted by museums is that items such as this plate is should never be restored by shot blasting or any other abrasive means as this detracts from the historical value of the item quite considerably. Any surface dirt can be removed by prescribed methods alone thus leaving the artefact in the condition in which it had arrived. As and when our circumstances make it again possible to house our collection I will be pleased to let you know in order to see if the offer you kindly made is still open.

Yours faithfully,
Alan C. Clothier, CEng, FIMechE, FNEIMME (Trustee & Hon. Curator)





Newcastle Wreath Laying Ceremony

The anniversary of Robert's death was marked by wreath-laying, prayers and thanksgiving. The ceremony took place at the Stephenson Monument in Westgate Road.

Plans for the monument to his father and kindred railway pioneer George were under way when Robert died, and one of the figures seated at the monument plinth is believed to have been modelled on Robert.

The Institution of Civil Engineers (ICE) North East decided to mark the anniversary by laying wreaths in Newcastle and at Westminster Abbey in London.

After laying the first wreath at the Stephenson Monument with the Sheriff of the City of Newcastle councillor Brenda Hindmarsh, and Chairman of ICE North East, Greg Lutton, John McCabe, President of North East Mining Institute and ICE Regional director, Stephen Larkin who took a second wreath on the train to London for a repeat ceremony.



Sheriff of the City of Newcastle upon Tyne, Councillor Brenda Hindmarsh, Chairman of ICE NE, Greg Lutton, John McCabe President of North England Mining and Stephen Larkin, Regional director ICE NE.

Mr Larkin said: "He was arguably the greatest civil engineer in the world. He not only designed locomotives but promoted them and the railway system. It can be argued that he is the greatest individual the North East has produced and the esteem in which he was held is shown by the fact that he is buried in Westminster Abbey."

Mr Lutton said: "This year's celebrations of the life and work of Robert Stephenson have been

a chance to reflect, not only regionally but nationally as well, upon the legacy he has left. We have the Stephenson family to thank for such great feats in engineering and today has been a real day of remembrance for those achievements."



Vicky Haworth has lived in Robert's former home in Greenfield Place in Summerhill, Newcastle, for 33 years. She is the author of one book and the co-author of a second on Robert, and was also a founder member of the Robert Stephenson Trust. She said: "Robert's contribution to the world is as meaningful now as it was during his lifetime. It is vitally important that we strive to maintain the reputation of the greatest engineer the region has produced. He epitomised progress and the spin-off from the railways was colossal. His 1833 patent design was that from which all locomotives have developed. As far as making an impact on the world, he has got to be one of the most important figures Tyneside has ever produced."

Kath Lawless, head of development management at Newcastle City Council, said: "It was important that the anniversary was marked locally. Later in the day a special service to commemorate Robert was held in St Nicholas Cathedral in Newcastle."

The achievements of Robert and George Stephenson were the equivalent of the technological leap forward precipitated by the invention of the internet, said the Very Rev Christopher Dalliston, Dean of Newcastle who led the monument ceremony. He said: "The Stephensons helped shape the city and its character and in many ways symbolise the spirit and creative talent of its people."



BRIDGES TO SCHOOLS

The Institution of Civil Engineers (ICE) has brought youngsters together from both North and South of the Border to build bridges as part of a celebration of the life and work of Robert Stephenson.

To commemorate the 150th anniversary of Robert Stephenson's death, ICE North East and ICE Scotland have held three days of activities for around 300 pupils in Berwick-Upon-Tweed as part of the town's 'Season of Stephenson' activities.

Pupils from P6 and P7 in Scotland and youngsters from Year 6 in England, supervised and assisted by volunteer Civil Engineers, participated in the construction of a 7m span cable stayed bridge using a special kit and then walked across it to show the strength of the construction. They also built model 'truss' bridges using nuts, bolts and paper tubes before loading them with weights and observing their behaviour under this load.



The activities took place at Longridge Towers School in Berwick-upon-Tweed, with pupils from Berwick Middle School, Tweedmouth Middle School, Ayton Primary, Reston Primary, Chirnside Primary, Coldingham Primary, Eyemouth Primary and Longridge Towers School all taking part.

The cable stayed bridge kit was transported by BEAR Scotland, who also provided volunteers along with Borders Council to supervise the activities. This is the first time that the kit has been built by pupils from schools in the North East.

David Lloyd Roach, ICE's director of membership, said: "This is a scheme promoted by the Institution of Civil Engineers to raise awareness of the profession among primary school pupils and we have had around 300 youngsters taking part in the bridge building exercises over the course of the three days."



"It's a great way to encourage team work and raise the profile of careers in civil engineering while also having fun. It's very exciting that this collaboration between ICE North East and ICE Scotland has allowed pupils in the North East of England to participate in this activity for the first time especially during this significant anniversary year."

The Headmaster of Longridge Towers School, Mr Anthony Clemit, said,

"I am delighted that Longridge Towers School is hosting this event. It has been a great pleasure to work in partnership with the ICE and with local schools from both sides of the border. All the children involved have benefitted from a valuable educational experience, and I hope that they have gained a fuller understanding of Civil Engineering whilst working together on a spectacular construction project."





12th October 2009 A personal record

It was just a short walk from the Central Station down Neville Street to the Mining Institute but I had time to pause on the pleasant October Monday morning to admire the remaining colour of the summer flowers surrounding the Stephenson Monument.

The impressive statue of the seated Nicholas Wood looked down on those assembled in the equally impressive library named in his memory, a man who had young Robert Stephenson, as apprentice 'Viewer'.

Before stepping outside for the wreath laying ceremony to the memory of Robert Stephenson, Councillor Brenda Hindmarsh, the Sheriff of Newcastle, and others gave short addresses outlining the importance of the occasion.

At 9.45am the party moved to the Stephenson Monument where Greg Lutton, North-East chairman of the Institution of Civil Engineers (ICE), laid a wreath, followed by a blessing by the Very Reverend Christopher Dalliston, the Dean of St Nicholas' Cathedral.



Once the two television crews, 4 photographers and two reporters had duly recorded the proceedings there was just time for a cup of tea before the ICE Regional Director, Stephen Larkin and I had to make our way to the Central Station to catch the 11am train to Kings Cross.

Once we were satisfied that the wreath we were taking to London was safely stored we settled down for the 3 hour journey only to immediately be concerned that we had

boarded the wrong train which appeared to be Northward bound. We were of course, crossing the River Tyne by Robert Stephenson's iconic High Level Bridge. How appropriate that the first time in 66 years I had been over the High Level Bridge in a train should be the day I travelled to London to commemorate the 150th Anniversary of the designer's death.

Our journey to London was uneventful and we emerged from Westminster Underground station with plenty of time to spare. The headquarters of The Institution of Civil Engineers at One Great George Street is only a short walk across Parliament Square and our wait in the impressive entrance hall only allowed a glance up the Grand Staircase to note Robert's portrait painted by Samuel Phillips to mark his years as President of ICE before we were joined by the current ICE President, Jean Venables OBE, Director General, Tom Foulkes and other members of the Institution.

Our walk to Westminster Abbey was very short and neither Tom Foulkes, who carried the National wreath or I who carried the North East Region wreath had difficulty negotiating the throngs of tourists.



Once in the Abbey Stephen and I took the opportunity to inspect Robert's grave. Tom Foulkes asked if I was a supporter of Newcastle United which I readily confirmed I was but also indicated that my black and white waistcoat was in fact Northumberland Tartan, the shepherd's plaid which George Stephenson is depicted as wearing on Stephenson's Monument in Newcastle Upon Tyne.



The Reverend Robert Wright, Canon in Residence arrived promptly at 3.30pm and a crowd gathered round the grave for the ceremony. Following an introduction by Reverend Wright, the President of The Institution, Jean Venables outlined Robert Stephenson's life and achievements, concluding with the words of previous President, Joseph Locke, "Robert Stephenson achieved some of the greatest works of art which have been witnessed in our day, he obtained at the same time an eminence in the scientific world rarely reached by any practical professional man"

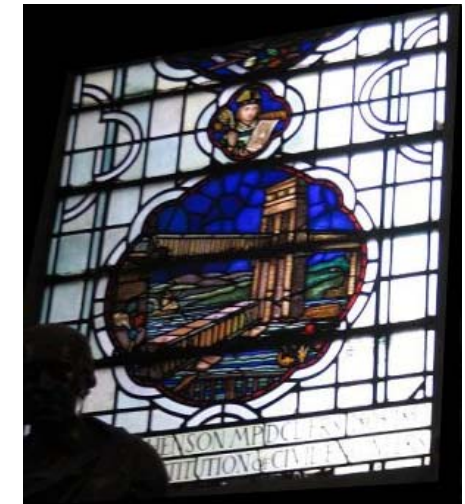
Jean Venables then laid a wreath on the grave on behalf of ICE followed by Stephen Larkin who laid a wreath on behalf of the North East region of ICE. The Lords prayer was said, the Canon gave a blessing and the ceremony was over.



The proceedings had been recorded by two photographers and two television crews but it was the Channel 4 Time Team researcher who approached me to make sure she had the President's details correct. I took the opportunity to confirm the Institution was a collection of members and not an Institute which would be a building.

The Reverend Wright indicated his pleasure that we had travelled from the North East and asked if we knew that the Percy family, The Dukes of Northumberland were the only ones with the right to be buried in the Abbey.

Understandably it was Stephen and I who wished to tarry a while in the Abbey and one of the guides kindly showed us the stained glass window with depictions of Robert's bridges over the Nile, the St Lawrence river in Canada, the Tyne and the Menai Straits. At the top of the window are portrait heads of his father George, Thomas Telford, John Smeaton, Robert himself, James Watt and John Rennie. The window also includes an image of the *Rocket* locomotive which was added at a later date.



But a pressing train journey back to Tyneside meant that the short visit had to come to an end. During the journey I was reminded that Robert Stephenson would be remembered in the Evensong service at St Nicholas' Cathedral, in Newcastle.

As the train crossed the King Edward Bridge I reflected on the previous twelve hours and what had been a very memorable day.

Michael Taylor, Trustee



Ponteland Exhibition

The 14th biennial Summer festival was held at the church in Ponteland. St. Mary's is the burial place of William Weallens, an engineer who was apprenticed to the firm of Robert Stephenson and Co in 1838.



He was appointed head draughtsman in 1846 and became a partner in the firm from 1855, and an exhibition about Weallens and Stephenson staged with support from the Trust created a lot of interest.



Alongside it was an exhibition entitled History and Railways where Ponteland Local History Society, local churches and other community groups had contributed to a display focusing on Ponteland's short-lived branch line and other local railways.



ROCKET ON THE ROOF



Rocket on weathervane of Crewe's Municipal Buildings

The Municipal Buildings are the offices of Crewe and Nantwich Borough Council. The building, which was formally opened on 19th July 1905, was designed by the noted Edwardian Architect Henry T Hare (1861-1921).

Crewe first developed into a community when the railways were built in the 1830's and it was selected as the key junction for the lines serving the North West and North Wales. So great were the links between Crewe and the railways, that the Railway Company took responsibility for constructing the Town Hall and several other Council buildings- hence the 'Rocket' weathervane .

At the end of the 19th century the Crewe Borough Council was probably the only Council in the country that did not have its own Town Hall. It decided to erect its own headquarters, and in May 1902 the Borough Surveyor was instructed by the Council to advertise a competition on a national basis for architects to submit plans, specifications and estimates for the new building with a first prize of £50. The winning design of more than 40 submitted was from Henry T Hare.



12 October 2009, Newcastle



St Nicholas Cathedral, Newcastle upon Tyne was the parish church of Robert Stephenson & Co in October 1859, when over 1500 employees attended a memorial service. It was fitting therefore that the Cathedral played a prominent part in the 2009 commemoration of Robert's death. Evensong was sung by the choristers and lay clerks with music by Henry Purcell for the Introit, Magnificat and Nunc dimittis and Matthew Locke's positive celebratory Anthem for a man who, in Organist and Director of Music, Michael Stoddart's words was so clever and innovative, but that he also sold the concept of the railway.



Michael Stoddart

The first hymn Lord Jesus think on me was written during the fourth century AD at the time when the Catholic Church became official under the Emperor Constantine.

Michael Stoddart also served as a chorister at

Westminster Abbey which when Robert was working in Great George Street London, was Robert Stephenson's parish church. Henry Purcell was the organist at Westminster and 2009 is also the 350th anniversary of his birth.



St Nicolas Cathedral, Newcastle



The Stephenson Locomotive Society has updated the popular Stephenson Fact File.

Containing a summary of family history, a Stephenson family tree, listings of notable railway & civil engineering works, heritage sites related to the Stephensons, illustrations and a bibliography the document set provides students of all ages with an overview of the most important aspects of their lives and achievements. The facts given offer a starting point for more detailed study and research rather than comprehensive insight into any single aspect of their lives.

The fact sheet contains the following sections:

Contents

The Stephenson Family

Museums and Heritage Sites with Stephenson Connections

George Stephenson & Son: Principal Railway Projects

Significant Civil Engineering Structures

Recommended Further Reading

The illustrations from the 1st Edition

LBSC No. 329 - A steam locomotive that carried the Stephenson name.

http://www.stephensonloco.org.uk/SLS_steph_factfile.htm



Cover photo from latest SLS factfile



PHOTOGRAPHIC COMPETITION

ICE North East's Graduates & Students Committee organised a photography competition as part of 150th anniversary events.

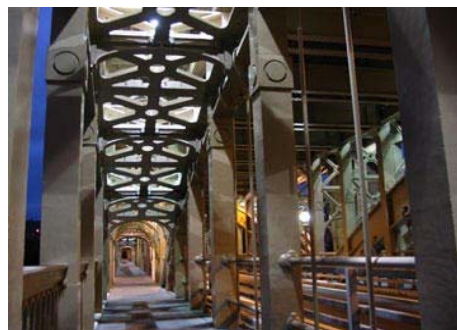
Entrants submitted pictures of regional engineering achievements and icons which included, but were not restricted to, the works of Robert Stephenson.

A touring exhibition of the shortlisted entries has taken place, concluding with an awards night in the gallery of the Discovery Museum, Newcastle where prizes totalling almost £1,000 were awarded to the winners of six main categories:

- Robert Stephenson Structure
- Best Photograph by an ICE Member
- Iconic Structure in the North East
- Best Photography by an ICE Graduate & Student Member
- 10 to 17 Year Olds
- Under 10 Year Olds



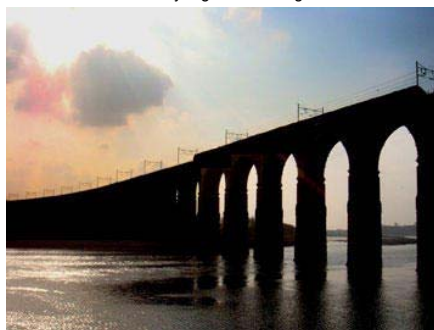
All photographs were entered are in with a chance of a special prize for "Best Creative Image", donated by one of the competition's judges, Chris Henderson, of CHP-Photo.com. Laura Tweedle, chairman of the ICE North East Graduates & Students committee, said: "The number and standard of entries for the competition were excellent, making the photographic exhibitions and the celebration of Robert Stephenson and North East civil engineering a huge success. The images which have been produced, showing such iconic



Neal McCay High Level Bridge



Neal McCay High Level Bridge



Julian Hogg Royal Border Bridge

structures as the Royal Border Bridge, the Sage Gateshead, Hadrian's Wall and the Transporter Bridge, have allowed us to take the celebration out to the public and shout about the huge impact our profession has on the lives of everyone in the region."



Laura, who lives in Kingston Park and studied at Newcastle University, has a Masters in civil engineering and works for Jacobs Engineering in Gosforth, Newcastle. Her father, Keith, is a mechanical engineer who works at Newcastle University.



Mark Skinner winner of special award with Laura Tweedle and Chris Henderson

Laura said: "We thought about how to bring engineering and the arts together and considered film and drama but decided that photography was something everyone can be involved with. We wanted to mark the 150th anniversary and also raise the profile of civil engineering in the region, which is for everyone and not just those who have studied it. The aim was to help people appreciate the diversity of the structures which are all around them and we have had lots of pictures from youngsters and their parents so people have been out and about taking part as a family"

She felt that it was important for the exhibition and competition to pay tribute to Robert Stephenson. "I think his achievements were phenomenal. He was one of the most influential engineers we have ever had," she said.

Stephen Larkin, regional director for ICE, added: "This year has been a great opportunity to celebrate Robert Stephenson's legacy and the work of civil engineers in general. The enthusiasm with which this competition was embraced shows that there is a striking visual beauty to what are often very practical structures."



Full list of winners:

Robert Stephenson Structure
 Winner: Julian Hogg (Hexham) - Royal Border Bridge
 Runner Up: Karen Burnip (Stanley, Co Durham) - Steam Engines - Tanfield Railway

Iconic Structure in the North East Region
 Winner: Joe Palmer (Ipswich)- Transporter Bridge
 Runner Up: Andrew Bell (Newcastle) - Gateshead Multi-story car park

Best Photograph by an ICE Member
 Winner: Paula McMahon (Stockton on Tees) - Hydraulics at work at Alnwick Gardens
 Runner Up: Neal McCay (Whitley Bay) - Angel Hindsight

Best Photograph by a G & Student Member
 Winner: Mark Skinner (Newcastle) - Angel At Sunset
 Runner Up: Andrew Tryon (Newcastle) - Bridge Inspection

Best Photograph by a 10 – 17 year old
 Winner: Rachael Tweedle (Newcastle) — Sage
 Runner Up: Robert Cowburn (Sunderland) - The Angel of the North

Best Photograph by an under 10 year old
 Winner: Robbie Hogg (Hexham) – Hadrian's Wall

Special award for 'Best Creative Image' sponsored by CHP-Photo.com
 Winner: Mark Skinner (Newcastle) - Angel At Sunset



Berwick has held many events during the summer in celebration of the life of Robert.

In May Do Architecture, the renowned Glasgow firm undertook feasibility trials into the illumination of the Royal Border Bridge.



A number of film evenings were held during the summer and amongst films shown were *Brief Encounter* supported by *London to Brighton in 4 Minutes*, *Snowdrift at Bleath Gill* and *Night Mail*.

An exhibition *Crossing the Tweed*, by Berwick Civic Society in Berwick's Main Guard building celebrated the Tweed bridges between Berwick and Coldstream and includes new information about an alternative design to the Royal Border Bridge, discovered a couple of days before the opening.

In June Dr Michael Bailey gave his lecture *Robert Stephenson, The Eminent Engineer* posing the rhetorical question, "How can one encompass a life of the stature of Robert Stephenson in one lecture?"



Michael Bailey's lecture

The Trust took part in an Exhibition held in the Guild Hall over the last weekend of June and an astonishing 1250 people came on Saturday and a further 500 came on the Sunday. The event also included short dramas and presentations.

The Guildhall presentations included a lecture by Michael Taylor from the Trust. Chris Green presented *The Witch's Cauldron of Railway Horrors* casting doubt about the coming of the railway, and Chris Cade in *The Railway King*, a short one-man show telling the story of George Hudson.



Exhibition in Guild Hall



In August the Maltings, Berwick played host to 25 intrepid time travellers aged between eight and 13 as they hurtled back in time to the 1850s. They had been set the task to find out everything they could about the Royal Border Bridge and to devise a piece of theatre, culminating in the 'opening' of the bridge by Queen Victoria, which they were to perform at the end of the week.



Visitors entering Guild Hall

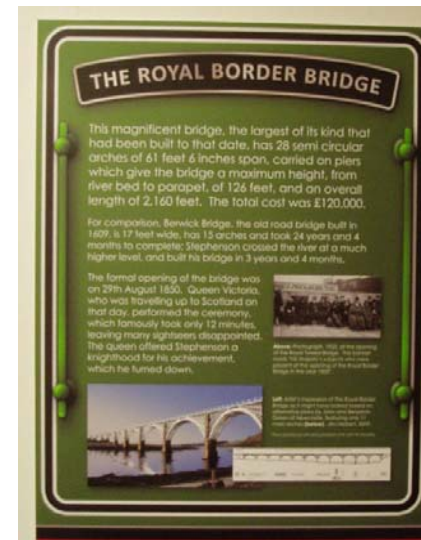
Everyone had adopted several characters, including Robert Stephenson and Queen Victoria herself, lines were learned and they even had a song or two, the pick pockets were ready and if anything went wrong - blame it on the Navvies! The summer drama school week was arranged by Linda Bankier, from the Berwick Record Office, and director Wendy Payn.

Events also held in August included the fourth Gus Fairburn Memorial Lecture, titled *'The Newcastle and Berwick Railway 1839-1850'* delivered by John Addyman. The lectures programme also included Roger Jermy who presented *'The minor railways of Berwick District'* which was attended by 80 people in July.

The Trust were active in helping curate the Exhibition *'Icons of steam'* held in September at Berwick Museum and Art Gallery. Many items from the Trust's collection were on display.



Queen Victoria opens Royal Border Bridge



Icons of Steam descriptive panel