

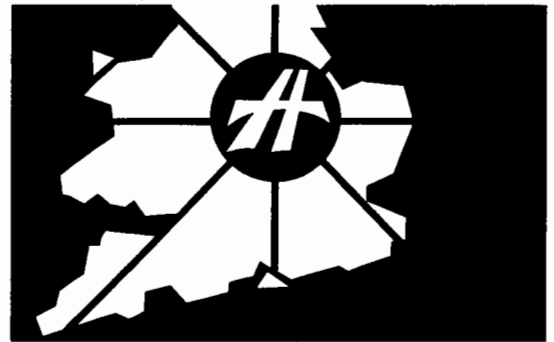
Past Chairmen, Midland Branch

1939-1940	J. E. Blackwell
1941	R. G. Coates
1942-1943	M. Carmichael
1944-1945	C. H. Abbey
1946-1947-1948	C. N. Holland-Keen
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1957	W. R. Thompson
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1961	I. A. Cram
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1977	A. A. F. Terry
1978-1979	T. W. Thompson
1980-1981	L. T. Stanton
1982-1983	A. W. Pooler
1984-1985	S. F. Brown
1986-1987	J. K. Winnard

INSTITUTION OF HIGHWAYS
& TRANSPORTATION
MIDLAND BRANCH

50

years at the hub



Menu & Programme



GRAND HOTEL
LEICESTER

WEDNESDAY 2nd NOVEMBER 1988

Chairman
V.S. Payne BSc(Wales)
FICE, FIHT, MCIT

— Programme —

THE LOYAL TOAST

THE MIDLAND BRANCH OF THE INSTITUTION
and
WELCOME TO THE GUESTS
by
THE CHAIRMAN
V.S. Payne B.Sc. (Wales), FICE, FIHT, MCIT.

REPLY ON BEHALF OF THE GUESTS
by
THE CHAIRMAN OF BRITISH AIRWAYS
Lord King of Wartnaby

THE PRESIDENT OF THE INSTITUTION
F.J. Parker MEng, FICE, FIHT.

— Menu —

Soupe à L'Oignon

Truite de Rivière Meunière

*Aloyau de Boeuf Bourguignonne
Petit Pois à la Flamande
Brocolis Milanaise
Pommes Sablées*

*Macédoine de Fruits
Crème Double*

Café au Menthes



INSTITUTION OF HIGHWAYS
& TRANSPORTATION
MIDLAND BRANCH

50

years at the hub



Chairman's Introduction

The Midland area of the Institution of Highways and Transportation has been at the centre of Institution affairs since 1930, when some of the first meetings were held in Leicester, Stamford and Nottingham.

Formation of a separate Midland Branch in 1938/39 was the first step in the growth of the Institution into the pre-eminent representative body in the country concerned with highways and transportation matters.

Our continuing involvement and contribution to this growth has led us to choose the theme for the Golden Jubilee year of "50 Years at the Hub": a theme which also reflects the importance of Midland's roads to the national road network.

Membership of the Branch is drawn from the Local Authorities, Central Government Departments, Civil Engineering Contractors, Consulting Engineers, Quarries and other Suppliers, Equipment Manufacturers, Universities, Polytechnics and other bodies or companies associated with highways and transportation. This booklet has been prepared to publicise some of the work of Members and to give a broader

understanding both of achievements in the Midlands area since 1938, and the continuing importance of that work to the quality of life for the population of the region in the future.



Finally I would like to acknowledge the generous support given by the advertising sponsors, without whom this booklet would not have been possible. I am sure that the directory pages will be a useful source of information for several years to come.

A handwritten signature in dark ink, appearing to read "V. S. Payne". The signature is written in a cursive style with a long horizontal line extending to the left.

V. S. Payne
Chairman,
Midland Branch, IHT
October 1988

Index

Page No. Contents

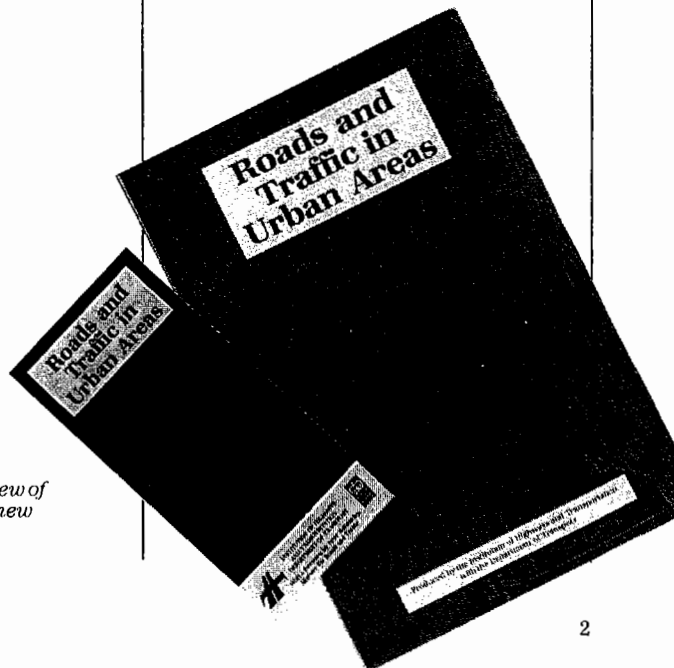
1	Chairman's Introduction
2	Index
3-4	Institution of Highways and Transportation Midland Branch
5-6	The Development of Roads and Highways Transportation over 50 years
7-8	Contracting, Including Construction and Maintenance

Page No. Contents

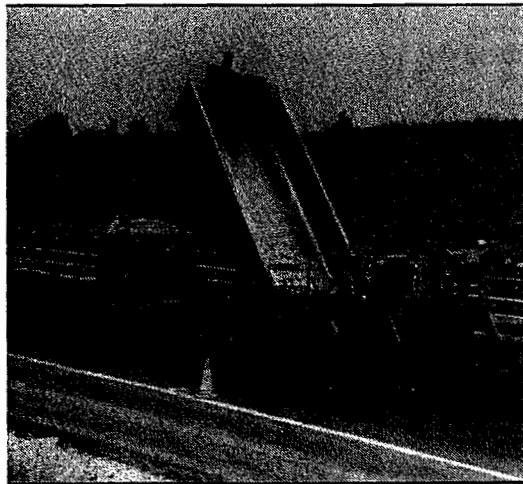
9-10	Quarrying
11-12	Research and Development Nottingham University
13-14	East Midlands Airport
15-18	Waterways and Railways
19	Advertisements of Contributing Sponsors
29	Acknowledgements
30	Past Chairmen, Midland Branch

"Road and Traffic in Urban Areas" Published by the Institution and HMSO in 1987.

Back page photograph:- A view of Lincoln Cathedral with the new railway viaduct in the foreground taken in 1951.

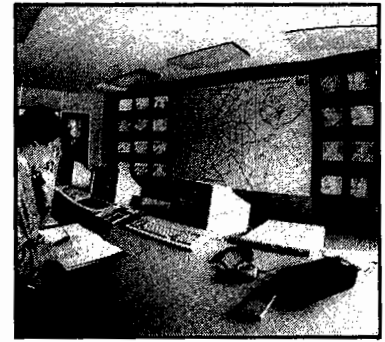


The Institution of Highways and Transportation, Midland Branch



Resurfacing on the M1 near Leicester, 1983.

The Midland Branch covers the four counties of Derbyshire, Leicestershire, Lincolnshire and Nottinghamshire and Members are engaged in all aspects of Highways and Transportation in the broadest sense. Many Members are professionally qualified as civil or structural engineers, as managers of quarries or construction companies, as materials experts, economists or accountants. The range is wide but the common interest in transportation matters, with particular emphasis on highways, is the reason for membership of the Institution.

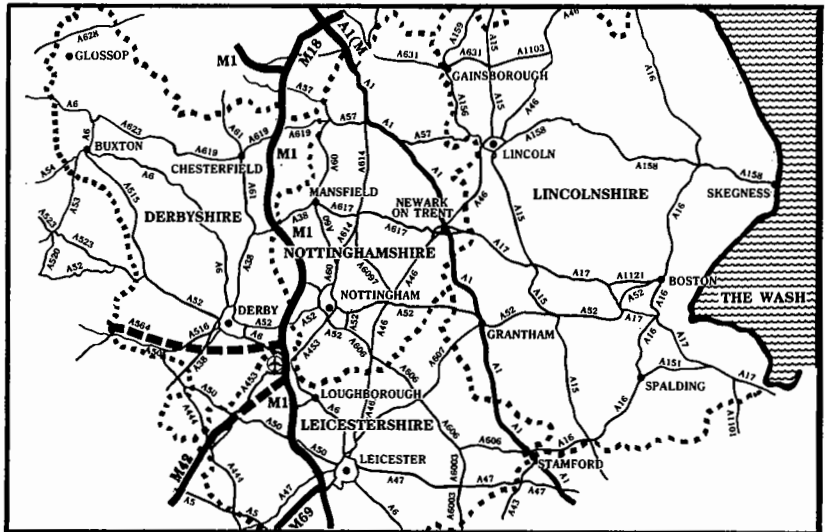


Urban Traffic Control Centre, Leicester, 1988.

On 2nd November 1938 the local committee of the then Institution of Highway Engineers recommended the Midland Branch be set up, comprising the 11 counties of Derbyshire, Herefordshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire, Rutland, Shropshire, Staffordshire, Warwickshire and Worcestershire. Membership at that time was 70 and the first Chairman was Lt. Col. J.E. Blackwell, DSO, County Surveyor of Leicestershire and President of the Institution from 1934-1937.



Lt. Col. J.E. Blackwell, DSO.



Midland Branch Road Network.

The first recorded visit of the Branch was to the Corby works of Tarmac Limited in March 1939 and 6 papers were prepared that year, including:

- a) Value of the metric system in Engineering;
- b) Direct Labour versus Contract.

During the War years meetings were held in Leicester on an annual basis. It is interesting to note a resolution of the Branch in September 1941, "that with regard to post-war development, the Government should make provision for a system of motorways in this country, to be planned and constructed on a national basis, and that the Council of the Institution should at an early date take steps as they deemed desirable to attain this object."

In 1965 the growing membership promoted the formation of the West Midlands

Branch, being the Herefordshire, Shropshire, Staffordshire, Warwickshire Northamptonshire, and Worcestershire Counties of the Midland Branch.

Membership of the Midland Branch is now 375 and it continues to grow.

Technical meetings and social occasions continue on a regular basis throughout each year to share and extend technical knowledge, but also to increase personal contact and links throughout the industry, to aid better understanding. By such communications the Highways and Transportation industry is able to work towards improving the way that it operates, to the general benefit of people of the counties of Derbyshire, Leicestershire, Lincolnshire, Nottinghamshire, and those who use roads or other means of transport in the region.

The Development of Roads and Highways Transportation over 50 Years

50



A horse drawn cart circa 1900.

Over the last 50 years many aspects of social, commercial, economic and political change have influenced the demands on the region's roads. Contrasts abound between then and now – horse and cart to 38 tonne juggernaut, corner shop to hypermarket, winding lanes to motorways; surface tarring to high performance surfacing – all of which have been accommodated within the span of 2 generations through the pragmatic and practical approach of Highway Engineers.

In 1938 some roads had been surfaced by hand with bituminous materials but many had only been surface dressed, often annually, during the previous decade. Urban streets were usually paved but granite setts were still common.

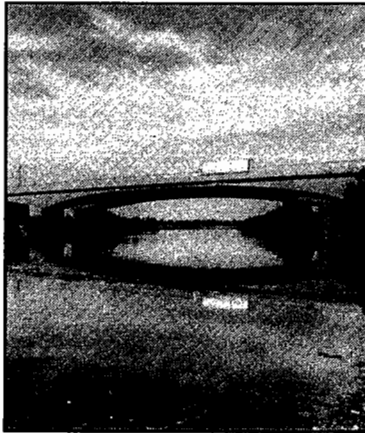
Rapid growth of traffic after the war years created the need for rapid development of all aspects

of road engineering, including traffic management techniques, assessment of road pavement strengths, improved materials and specifications, better construction techniques and strategic planning of the network.

Major national routes to be improved included the A1 in the East of the region, but most important, was the completion of the M1 in the late 1960's. Other trunk roads and major routes crossing the region have been upgraded progressively in the last 30 years, including many relief roads built to towns and settlements improving both the environment of the settlement and the speed and safety of through traffic. Major river crossings, such as the Clifton Bridge over the River Trent in the late 1950's, also gave opportunities for development of major routes, new housing and industrial premises close to Nottingham.



A modern juggernaut.



Clifton Bridge, Nottingham.

The demise of the rail network caused considerable increases in heavy haulage on local roads. Other changes, such as increasing leisure time, which increased traffic flow into areas such as the Peak District, or establishment of major traffic generators, for example out-of-town shopping centres or business parks, have demanded additional and innovative ideas to deal with the problems of change. An example of this was the joint initiative by Derbyshire County Council, the Peak Planning Board and the Countryside Commission in 1972 to reduce the conflict between different road users: lorries, recreational traffic, walkers, cyclists and horse riders. This scheme, known as "Routes for People: an Experiment in Rural Transport Planning" was a great success and included HGV weight restrictions, traffic management, creation of signed tourist routes and road improvements.

Other innovations to control traffic without major expenditure on road building uses new

technology, such as the computer-controlled Urban Traffic Control System in Leicester recently installed by the County Council. This sophisticated system controls traffic flow in the central area through computer-controlled traffic signals, working on information collected automatically through sensors in the roads, and monitored by closed circuit colour television.

Completion of the major national roads, A42 (Birmingham-Nottingham Road) and the A564 (Stoke-Derby Link), will concentrate the need for major road building to local strategic routes in the region. More important perhaps, in the future, will be the response to rapid economic development encouraged by the building of these local and national strategic routes. As investment in new factories, warehouses and other facilities grows, major changes to local road networks are becoming essential to maintain the pace of economic growth. At the same time, sensitive and innovative schemes to reduce the impact of traffic in residential and environmentally important areas will continue to demand the attention of Members of the Branch.

Public education, knowledge and awareness will also grow so that the trend towards increasing public participation started in the 1970's will continue. This is welcomed by Members of the Branch because we work on public roads for the public good, and therefore the population should have the means to influence what is done.

Contracting, Including Construction and Maintenance

It is axiomatic that in a free market economy the market place will provide the means of building whatever roads are required, but at a cost. The fact that we enjoy a large number of flexible and efficient contractors in the Branch area, prepared to undertake any size of roadbuilding job scheme at a reasonable cost, is a tribute to the professionalism of the employees of those companies. Over fifty years' massive investment in mechanisation has reduced



The new Coalville bypass at the junction of the A50/A447, 1988.

labour requirements and real costs to a fraction of pre-war days. Sophisticated programming techniques, based on computers, has also improved control over these resources, so risks, and therefore prices, are under greater control.



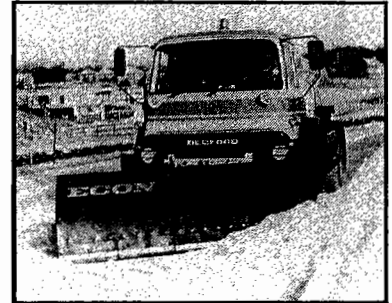
Blaw Knox Construction Equipment Co. Old and new machinery. Top: A1932. Adrum Black Top Paver. Bottom: The latest example of road surfacing machinery, the BK-95A.

Perhaps the greatest contribution to the quality of roads by contractors during the last fifty years has been the introduction and improvement of mechanised paving machines. Various very basic machines were used, in a limited way, in the 1930's, but the first pneumatic-tired finisher, introduced in 1954, provided the basic design of machine that could guarantee good riding quality on the high speed roads to be built in the 1960's onwards. Modern paving machines are now available with electronic level controls and in sizes suitable for the largest motorway contracts or for minor patching work.



Surface dressing in the 1950's.

Improvements in construction equipment have been matched by maintenance activities. Equipment for surface dressing can now achieve daily outputs of over 20,000 litres of binder per day compared with 2,000 litres per day using pre-war hand methods. Salting of roads for winter maintenance was a very limited activity carried out by hand from the back of a lorry in 1938. Development of the Motorway network and the



The new Econ snow plough with plastic blades.

experience of the 1962/63 winter caused most authorities to adopt large sophisticated purpose-built machines for high speed salt spreading and snow ploughing. Today, precautionary salting of all main roads on receipt of a frost warning is standard practice.

Another feature of construction and maintenance work in 1988 is the increasing use of highly organised and efficient specialist sub-contractors who are expert in one or two activities. These specialists obviate the need for contractors to employ labour skilled in a wide range of work that is not often required. Increasing sophistication of the work to be done and standards required will increase this trend and perhaps give a clue to the shape of the industry in the next 50 years.

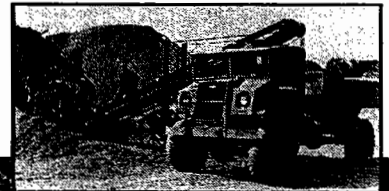


A modern tracked JCB excavator.

Quarrying

Most people would be surprised to learn that 50 years ago the Minister of Transport appeared to turn his back on the most exciting road construction project of the day. However, in 1937 the Minister, Mr Leslie Burgin, was on record as stating that he had no interest in constructing a motorway that would enable motorists to drive from London to Birmingham in one and a half hours. Instead he chose to spend his time defending the existing system, which he claimed was equal to that of either Italy or Germany. The German Roads Delegation who visited Britain that year were probably less impressed, and were no doubt more sympathetic to the view of the British Road Federation who were campaigning for the Government to fund the construction of a motorway network comparable with the autobahns of Germany.

Surprisingly, the Minister found an unlikely ally in "The Quarry Managers' Journal", which took the view at the time that motorways were unnecessary and inadvisable. This position was adopted for two reasons: firstly, the Journal considered there was not the remotest possibility that the Government would be prepared to spend £200 million on new road construction; secondly, it was argued that, even if such a scheme came into being, the benefit to the quarries was questionable. The industry had been used to coping with – by today's standards – large fluctuations in demand; but a relatively short-lived boom for which the engineering companies could probably not supply the necessary additional plant, followed by a sharp fall when construction finished, was thought to have all the potential to create the biggest slump the industry had ever seen.



Top: Loading aggregate, 1947. Bottom: Groby Granite Co. Ltd. line-up of drivers, 1954.

At this time total production was around 20 million tons a year, whereas today it is around 12 times that figure. Clearly the relentless increase in motor traffic was not foreseen, nor the great opportunity that this presented to the quarrying industry.

50 years ago, some progress was, however, beginning to be made in road construction techniques. It was reported that granite and whinstone quarries were receiving orders for stone for a new type of surface involving laying thin carpets of non-skid material. The Ministry of Transport's motorcycle-and-sidecar apparatus for measuring slipperiness had demonstrated the benefits of this 'carpet' which, it was claimed, would last for several years, eliminating the need for the annual top-dressing.

Increasing demand for high quality aggregates, particularly granite, has led to major investment in the quarries within the region, particularly those in Leicestershire and Derbyshire. Development of the South East region, where there is no significant natural roadstone, has encouraged transportation of the stone for long distances by rail and road from the Midlands with tremendous economic benefits to the area.

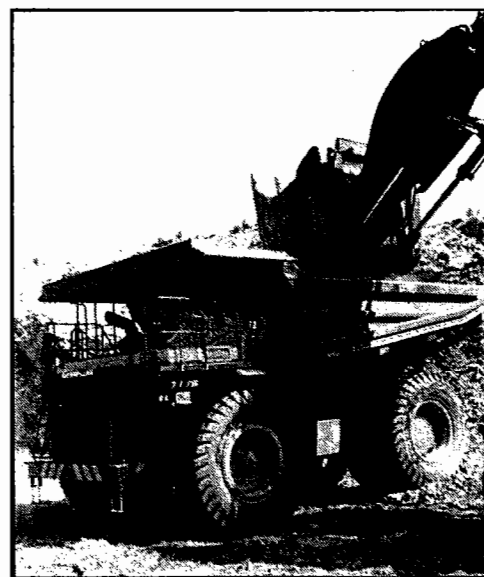
Economies of scale have also caused most privately owned quarries to be absorbed within one of the major groupings (with one or two notable exceptions) during the last 25 years.

Despite the misgivings of 50 years ago, the response of the industry to modern-day

requirements has provided road-building engineers with the volume and quality of stone and bituminous material required for today's roads.

Current major developments in the area include the £40M Cliffe Hill scheme for Tarmac Roadstone adjacent to Junction 22 on the M1.

In the future, increasing awareness of the public to environmental issues will create a continuing dialogue in fulfilling the need for roadstone from new quarry developments. Members of the Institution involved in quarrying, roadbuilding and protection of the environment will continue to work together to ensure a proper balance between conflicting interests, for the benefit of the whole population of the region.



Modern quarry equipment at Bardon Quarries — An O & K RH90 excavator shovel loading a CAT 777B dump truck.

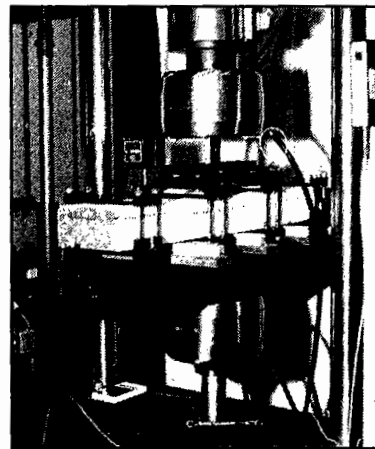
Research and Development Nottingham University

Post-war growth in traffic and the intense planning and investment in road building of the 1960's and 1970's created a need for far greater understanding of the performance of road materials. Whilst every new road is a full scale trial creating a source of information and knowledge for future reference, it is only when the information is collected and analysed in a systematic way that it becomes useful to a wider audience.

The Pavement Research Group of the Civil Engineering Department of Nottingham University has been established since 1954. It has an international reputation for research into bituminous materials, unbound aggregates and soils. This knowledge has been applied to the development of pavement design and evaluation techniques using analytical methods.



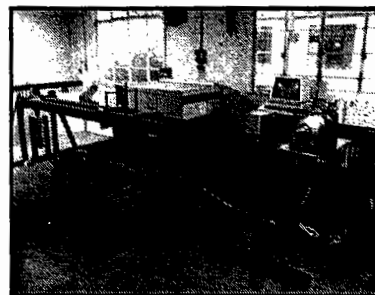
Use of falling weight deflectometer for the structural evaluation of pavements



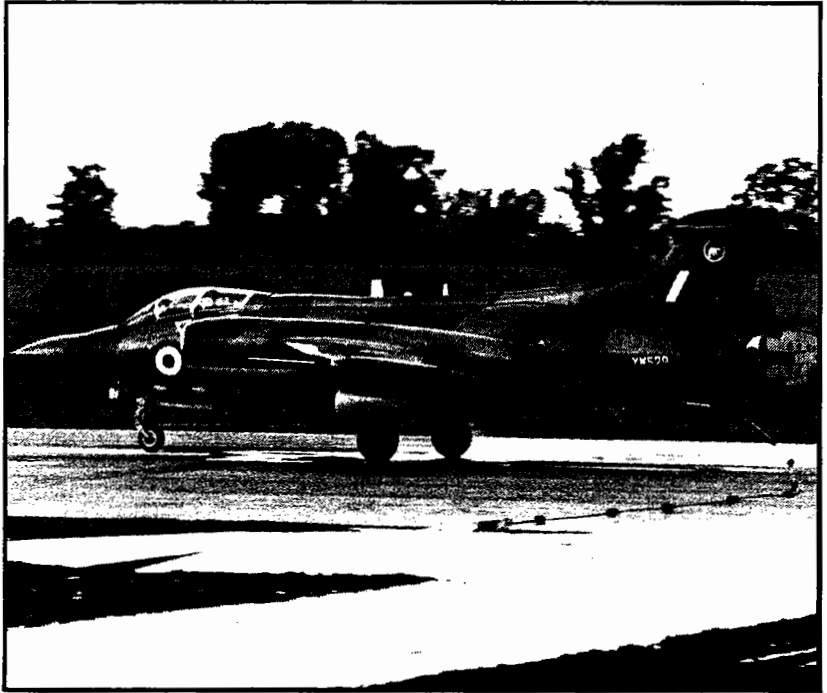
Beam testing of bituminous materials.

Substantial support has been received from organisations such as Shell, Transport and Road Research Laboratory, Science and Engineering Research Council, US Army, ICI Fibres, Asphalt and Coated Macadam Association, Netlon, Mobil Oil Company, US Air Force, and the US National Co-operative Highway Research Program.

For 34 years the Midland Branch has had close associations with the University and since the 1970's a number of field trials have been carried out in conjunction with local highways authorities, contractors and materials suppliers.



Slab testing facility.



A Buccaneer at Woodford with the arrester hook deployed taking up the arrester gear, or "taking up the R.A.G."

The University have now entered into a joint venture with a private company to offer pavement evaluation services as an exercise in technology transfer. This was facilitated through an SERC/Department of Trade and Industry Teaching Company Scheme Grant which allows bright young graduates to train over a two year period in the application of research to engineering practice.

The University also reflects a strong interest in pavement engineering in undergraduate course work. Short courses for young highway engineers are also held regularly and are well supported by Members of the Institution.



A Mobil road tanker delivering bitumen.

East Midlands Airport

East Midlands Airport, situated near Castle Donington in Leicestershire, is owned by a consortium of Local Authorities from the surrounding area. It was opened in 1963, and over the following 25 years passenger traffic has increased from an annual figure of 46,000 in 1963 to

1.3 million in 1988. Air cargo has similarly increased from 545 tons to 20,000 tons. Of this tonnage, 8,000 is Post Office mail and involves linking air transport to both rail and road through Derby Station.

The Airport now ranks 11th in passenger terms and 5th for cargo handling in the UK. It is strategically located near to the M1, the A42 and the Stoke-Derby Link. It will continue to be an area of major development within the region, and a strong influence on the future road network.



Aerial view of the East Midlands Airport.



Passengers alighting from a Britannia Airways Boeing 737.



Aircraft used for Royal Mail distribution.

Waterways and Railways

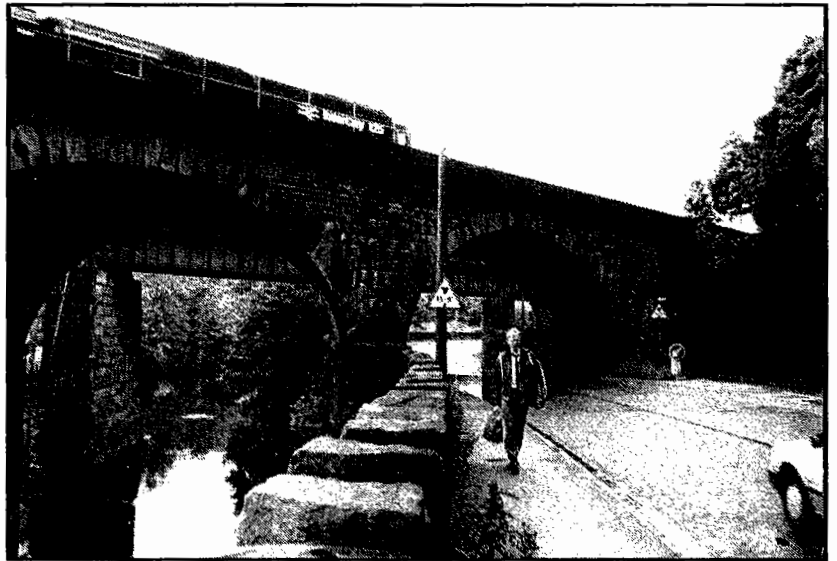
Transportation by waterways and railways in the region has been transformed as the economic advantages of road transport have improved; but Members of the Branch are still concerned with the use of these facilities.

Waterways

The large network of navigable rivers and canals, developed in the late 18th century, suffered decline as the railway system developed in the 19th century. By the late 1930's the commercial use of canals had seriously declined and pleasure boating, apart from a few eccentric individuals, was in the future.

Following a brief resurgence during the 1939/45 War the pace of development of road transport accelerated and by the mid 1950's, commercial traffic on the canals had, to all intents and purposes, ceased.

The River Trent presents a wholly different story. A national trade route, widened, dredged and locked in the late 18th century, it continued to thrive despite the development of the railway network. In 1937, 600,000 tonnes was carried, a figure equalled in 1950 and increased to 1,000,000 tonnes in 1965 following expenditure on dredging, banks and locks. Cargoes carried included petroleum products, liquid wastes, coal, sand, gravel and general merchandise. However, the expanding motorway network caused a reduction to 500,000 tonnes by 1975 and 370,000 tonnes today.



Road, Rail and Water meet at Ambergate, Derbyshire.



The Grand Union Canal at Foxton Locks near Market Harborough, Leicestershire.

Modern port facilities at Gainsborough permit trans-shipment from 800 tonne coasters 60 miles inland. There is modern wharfage and warehousing at Newark and a barge terminal at Nottingham. The commercial future of the River Trent will now depend on further similar investment.

Conversely, many canals are now abandoned, severed or obliterated, but those in use 50 years ago are still navigable. The remarkable development of pleasure boating since the late 1950's has generated new businesses and facilities, ensuring the future of the region's canals as

part of the 1200 miles national network.

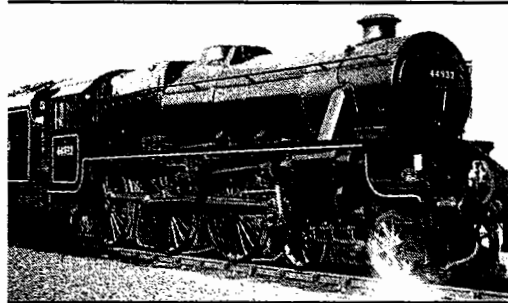
The work of the great canal engineers is still very evident. Interest in this industrial heritage continues to grow. Enthusiastic amateurs are, for example, restoring the unique Foxton Barge Lift near Market Harborough and general enthusiasm for canals and their history continues to develop.

In their time, canals changed the economic and industrial face of the region and represented the most publicly visible examples of the art and science of the civic engineer.

Railways

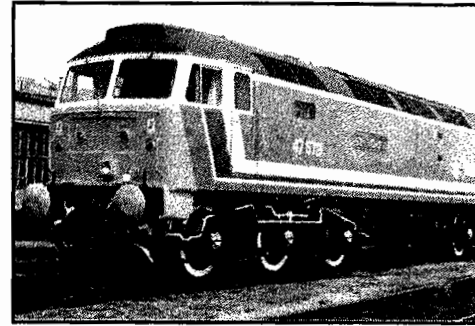
This change in canals was paralleled in the development of railways some years later. The system of the late 1930s was virtually that which had been created between 1835 and 1852, with additions up to 1900.

Whilst being under the management of the LMSR and LNER in 1938, the Midland railway system derived from networks of lines built by three of the major 19th century independent railway companies, the Midland, Great Northern and Great Central, and exemplified the work of some of the giants of railway civil engineering, including George Stephenson, his son Robert, Charles Vignoles and Joseph Locke.



The "Black 5's" were built from about 1944 for L.M.S. and were Britain's most numerous steam engines.

In the late 1930s the railways dominated medium and long-distance freight transportation and the single most important railfreight activity in the East Midlands region was the movement of coal. So it was, right from the outset in the 1840s, and so it remains; originally coal to London and the South, now coal to power stations, mainly in the Trent Valley but also East Anglia and the Thames Valley.



The "London Standard", a Class 47 diesel engine built about 1962.

Iron ore, with the products of the iron and steel industry, used to form a substantial proportion of the railfreight tonnage, but this traffic virtually ended with the closure of the Corby, Staveley and Stanton furnaces in the 1970s.

Cargoes of minor significance in the 1930s have in recent decades grown in importance, roadstones and aggregates from Leicestershire and Derbyshire, together with oil, petroleum and chemical products, provide important railfreight tonnages in the region.

The 1939-45 War placed tremendous pressure on the railway system and its contribution was magnificent. However, track and motive power maintenance was inevitably neglected and the railways were in poor shape to face a period in which the need for substantial capital investment for modernisation was coupled with previously undreamed of competition from road haulage. Passenger services which had suffered badly in the pre-war years from competition by a growing omnibus and trolleybus network suffered again during the War, and the process of

withdrawal of passenger services accelerated. Isolated communities lost their rail service as did some fair-sized towns, such as Ashbourne and Horncastle in 1953.

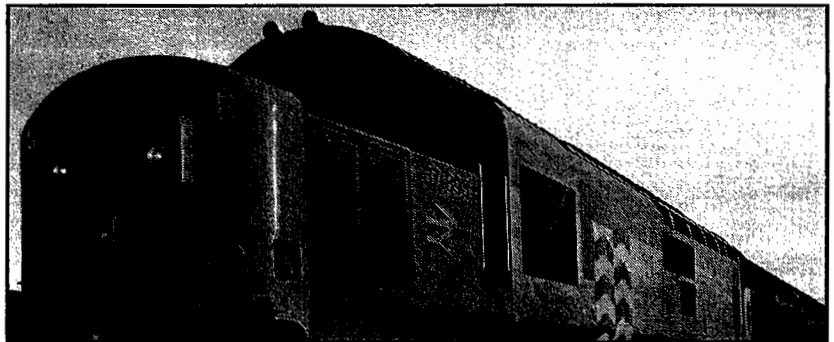
In the next decade complete line closures came thick and fast in the face of competition from cars, buses, lorries, plus motorway and other road construction or improvement. Finally the Beeching era of the mid 1960's completely changed the face of the railway network. Major routes, such as the former Great Central Sheffield-Marylebone via Nottingham and Leicester were closed, as was the Midland main line to Manchester between Matlock and Millers Dale. The Nottingham-Melton-Kettering services and cross-country routes in Lincolnshire and Leicestershire were scrapped; day trips to Mablethorpe by train became a memory only.

Railfreight has suffered from the decline of heavy industries and coal movement is still, as always, the vital factor here. Passenger numbers have increased dramatically, sometimes embarrassingly so, with increased affluence and

leisure time. The East Coast main line through Grantham, Newark and Retford is in the process of electrification and there are hopes of an extension to the St Pancras-Bedford electrification north to Leicester, Derby, Nottingham and Sheffield.

The overall rail picture has changed dramatically in the last 50 years, but the scene is not lost, only transformed. Whilst the days of the Cromford and High Peak through coaches from Euston to Buxton via Ashbourne, and the Midland expresses and Pullmans through Monsal and Millers Dale are gone, the track beds are designated public footpaths, as are sections of other lines in the region. Preservation organisations operate steam-hauled passenger services on limited stretches of line throughout the region, reflecting the upsurge in leisure activity, and the general interest in our industrial heritage.

The physical memorials to the railway builders still stand. The tunnels, bridges, embankments, cuttings and station buildings remain; in use or abandoned, they are part of our accepted everyday environment.



A Railfreight locomotive, in its new livery, hauling petroleum.



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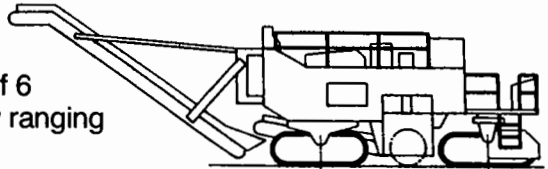
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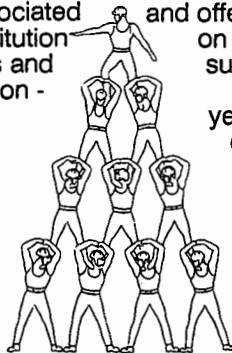
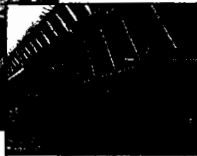
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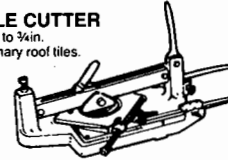
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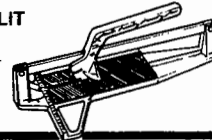


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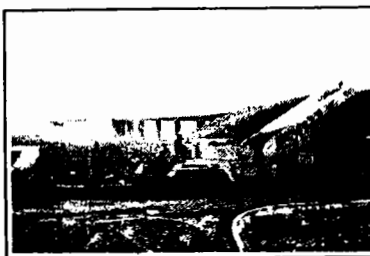
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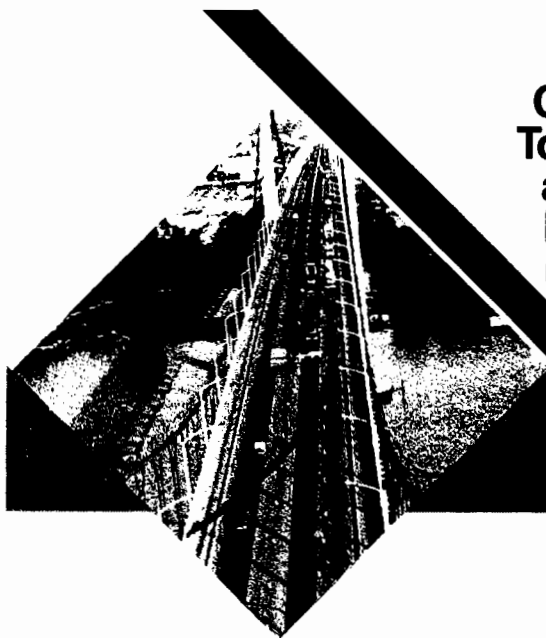
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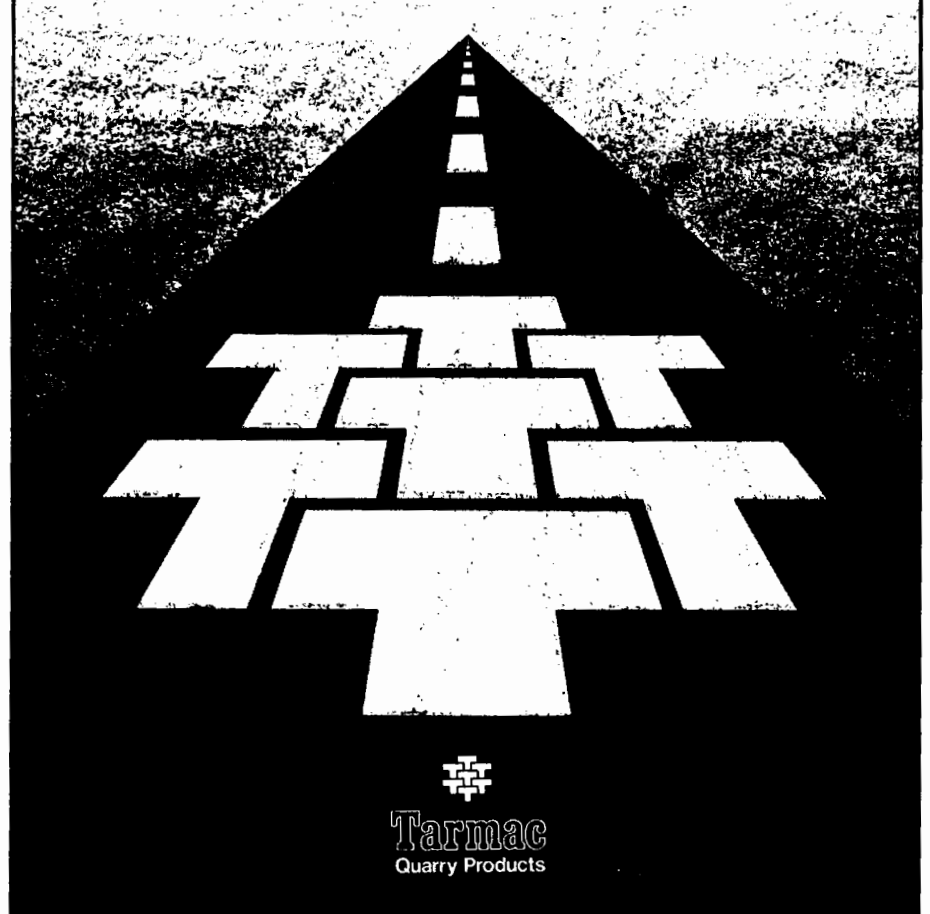
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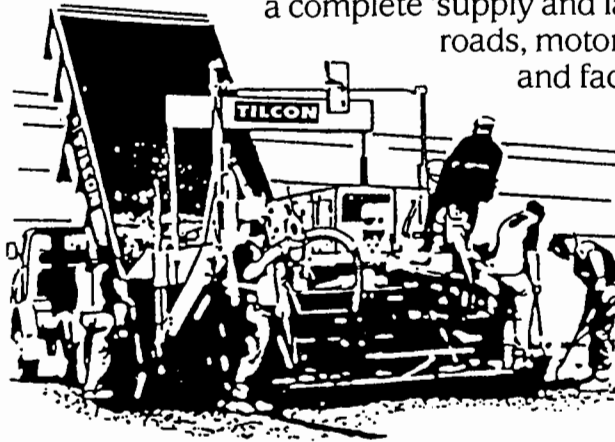
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