



Panel for Historical Engineering Works

for

Belah Viaduct

Details

Name of work:	Belah Viaduct
Place:	Stainmore
HEW no:	0967
HEW class:	T3d5
PHEW area code:	06
Ordnance Survey sheet number:	
National Grid Reference:	NY 839105
Description:	
Significant features:	The highest viaduct in England when built; designed by (Sir) Thomas Bouch for economy of material
Accessibility:	demolished
Owner	demolished
County/Unitary Authority:	Cumbria
District Council:	Eden
SMR Office:	Cumbria
Construction date:	1857Nov25 to 1860
Opening date:	1860Jul04 (goods traffic)
Designers, with dates:	Bouch, (Sir) Thomas

Resident Engineers, with dates:	
Contractors, with dates:	Gilkes, Wilson & Co. of Middlesbrough (ironwork) Boulton of Wakefield (masonry)
Current status:	demolished
Current condition:	demolished
Subpanel grade	
Location of other records (e.g. manuscripts, drawings, technical papers, photographs, etc):	W W Tomlinson (1914) North Eastern Railway, 597 J L R Birkbeck (Nov1963) 'Demolition of Belah Viaduct' Railway Magazine, 110.13-14 K Hoole (1973) The Stainmore Railway Peter Walton (1992) The Stainmore & Eden Valley Railways
Illustrations attached (no.):	5 b/w prints; 1 b/w print of Deepdale Viaduct
Similar works:	Deepdale Viaduct, Lartington (demolished)
Recorded by:	D Stocks
Date recorded:	31 May 1980
Amended by:	
Revised by:	
Revision date:	
Latest inspection by:	demolished
Inspection date:	

Supplementary Record

Further description

When built it was the highest in England. Took 4 months to erect and cost £31,360; no scaffolding used in construction 1040ft long, maximum height 196ft, 24ft between parapets, 16 spans of 60ft. Foundation stone laid by Henry Pease of Darlington. Open lattice girder columns on stone bases.

Time for completion of iron work contract, 18 months after completion of piers. Value of iron work contract £16,407.

Part of Contract No. 4 for South Durham & Lancashire Union Railway completion date 1/3/1860.

Constructed as 3 lines of trellis girders on skeleton piers each with six C.I. Columns 12" diameter jointed at a 5ft intervals, braced horizontally and vertically and spaced at 60ft centres.

Towers 14ft x 22ft at top with raked legs giving 48ft width at base.

Girders strengthened 1899 and 1933. Line closed 1962 and structure demolished.

Reported by:

D Stocks

Reported date:

31 May 1980