Ben Barr
Honorary Editor

Editorial

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It gives me great pleasure, on behalf of the Editorial Advisory Panel, to introduce the first issue of this new journal, *Bridge Engineering*, part of the *Proceedings* of the Institution of Civil Engineers. A review of the *Proceedings* over the past 170 years shows how bridge engineering has been a central feature of the ICE's publishing output. The development of canals and railways during the latter years of the industrial revolution in the nineteenth century and the development of roads and motorways in the last century led to the construction of a number of major bridges that were duly written up in our *Proceedings*. Many significant overseas bridges have also been reported and discussed in the *Proceedings*. Perhaps the most surprising aspect of this tradition of publishing the best bridge engineering papers in the *Proceedings* is the absence until now of a dedicated part of the series dealing solely with bridges.

Our aim is to produce the premier journal read by bridge engineers worldwide. Focussing on innovation, the journal will cover all aspects of bridge engineering 'from the cradle to the grave': design, procurement, construction, inspection, assessment, repair, demolition together with interaction with other professionals and coverage of social/political issues. The journal will not only deal with the great national and international bridges of the day, but will also report on novel,

innovative approaches for the whole range of bridge structures. In this way, this new part of the *Proceedings* will set out to provide an invaluable source of information for the experienced and younger generation of bridge builders.

A great deal of ingenuity is exercised by bridge engineers on a daily basis. Having arrived at the solution, bridge engineers are often in such demand that they are immediately provided with the next challenge. This tension between dealing with the new challenge of the day and recording for posterity the achievements of yesterday has become more noticeable in recent times. However, this tension is not new—the contribution of Thomas Telford in building the Menai Suspension Bridge was written up by resident engineer, Mr W. A. Provis, and the contribution of Isambard Kingdom Brunel in the design of the Clifton Suspension Bridge was written up in the *Proceedings* by Mr W. H. Barlow. We hope that this new journal will stimulate bridge engineers to record their achievements for the benefit of the profession.

The quality of any journal depends on its perception by the readers and, in particular, that of potential authors. We will only achieve the highest standards by encouraging the best to contribute to the journals. That is the challenge for the Editorial Advisory Panel and also for the long list of potential authors.