

BRIDGES





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This study is principally an appraisal of the differing styles of architecture in canal and river bridges - with a broad separation into categories of age and style. Particular reference is made to the midlands canal network and its immediate outposts.

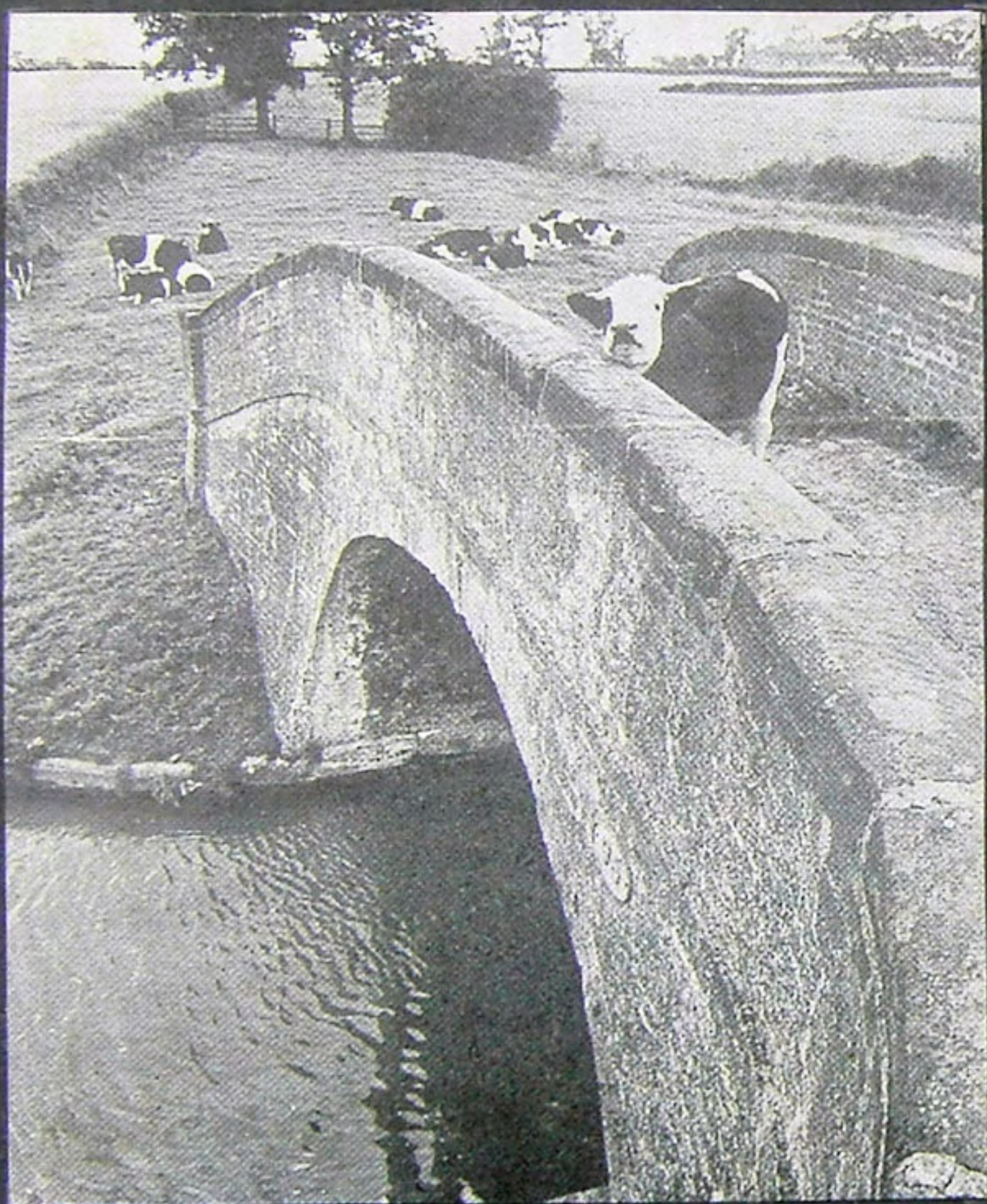
The initial examples were composed almost entirely of curves which later finace and, indirectly, taste changed to a more geometrical constuction of straight lines with none of the earlier frills. Now taste is changing once again and the two are to some degree being combined in a way which although attractive once again seems to lack some of the early spontaneity of design.

The various styles may be grouped into four very broad and overlapping time periods thus:-

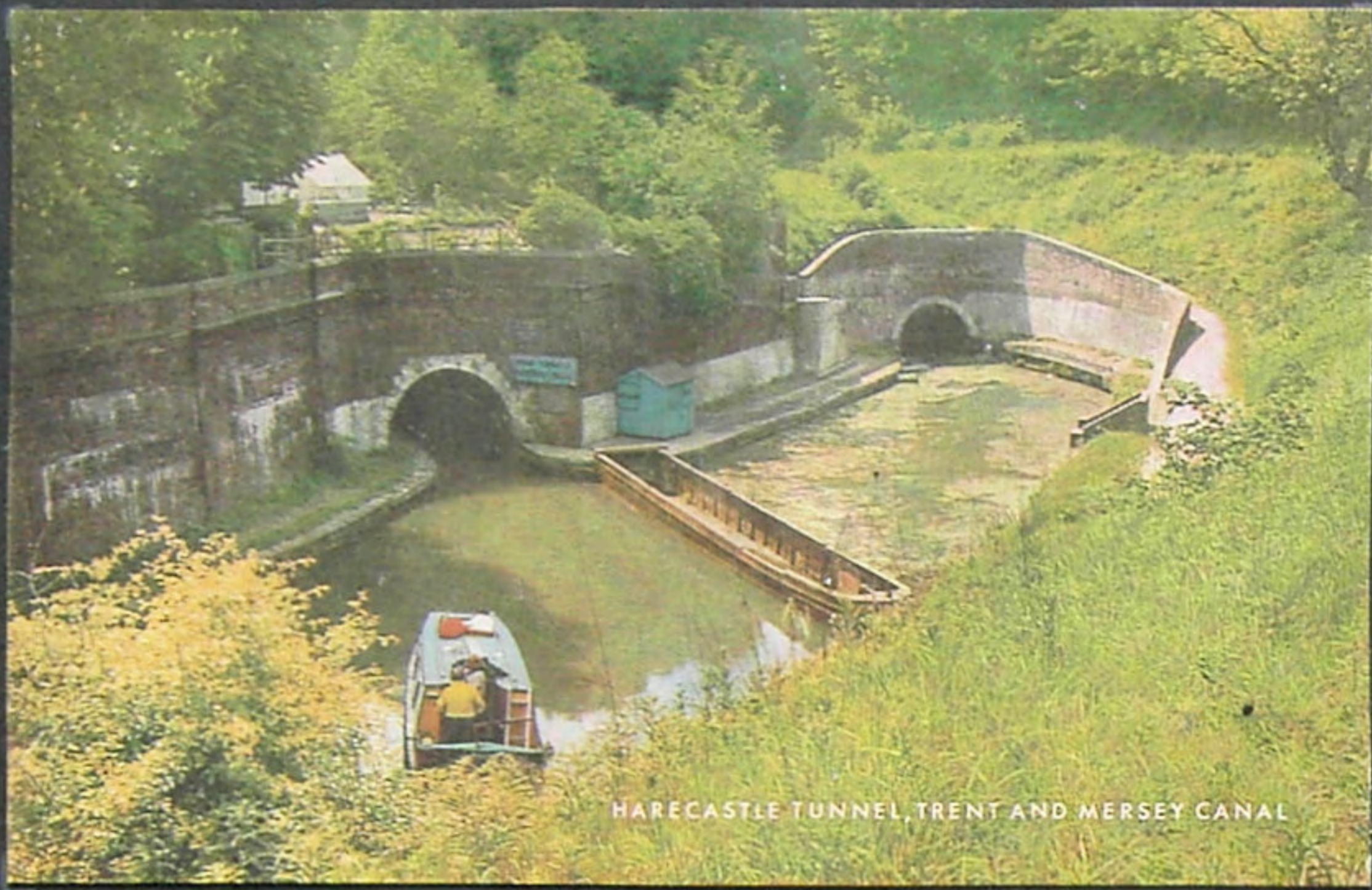
The early canals	@1800's
Later additions	@1800- 1850
The railway's coming	@1840-
More up to date-	1900's

Also considered to some degree is the different styles of the various engineers - together with obvious derivatives.

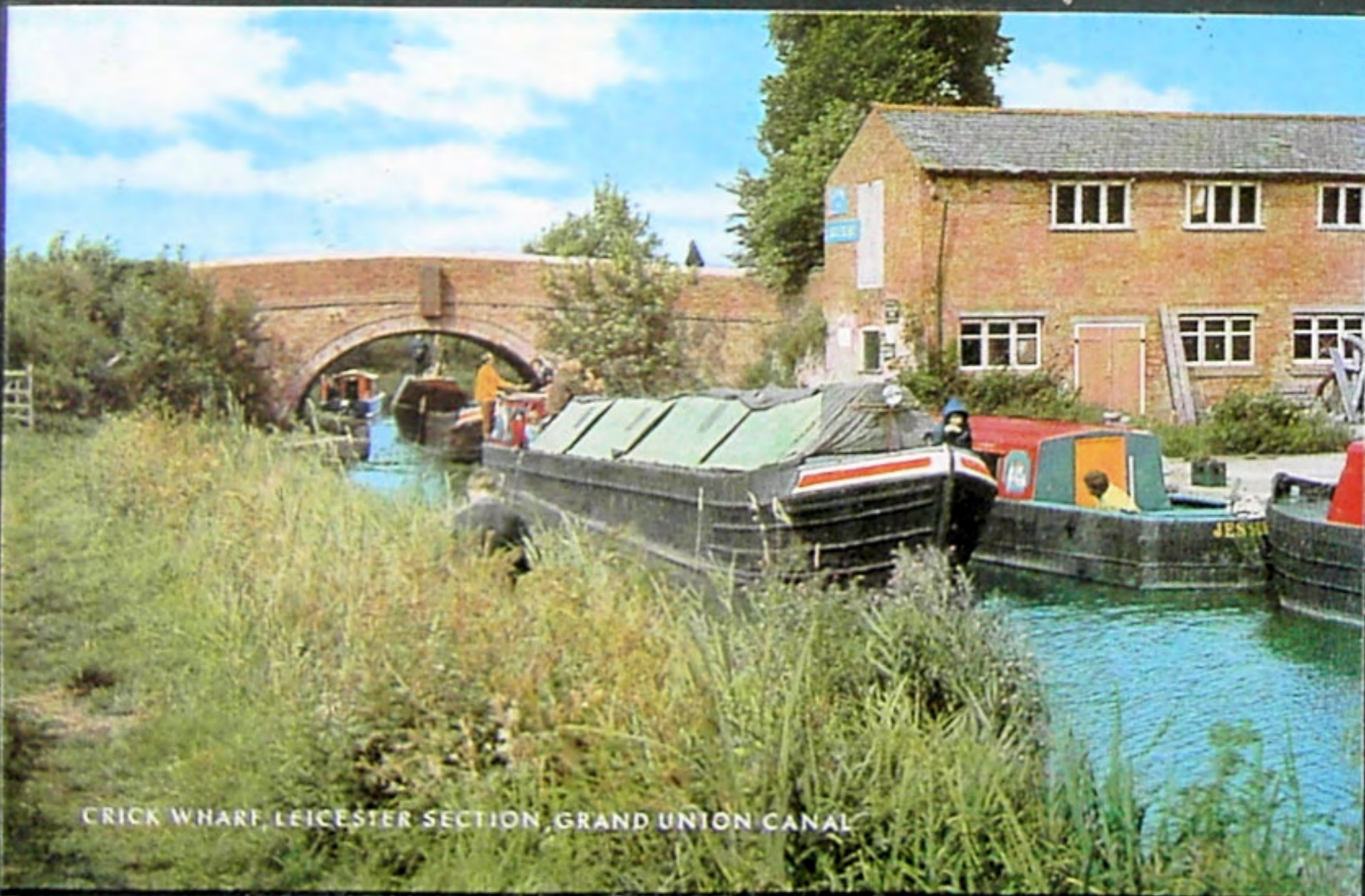
Then of course there are the different types of bridges; towpath bridges, accomadation bridges, tunnels and aqueducts.....



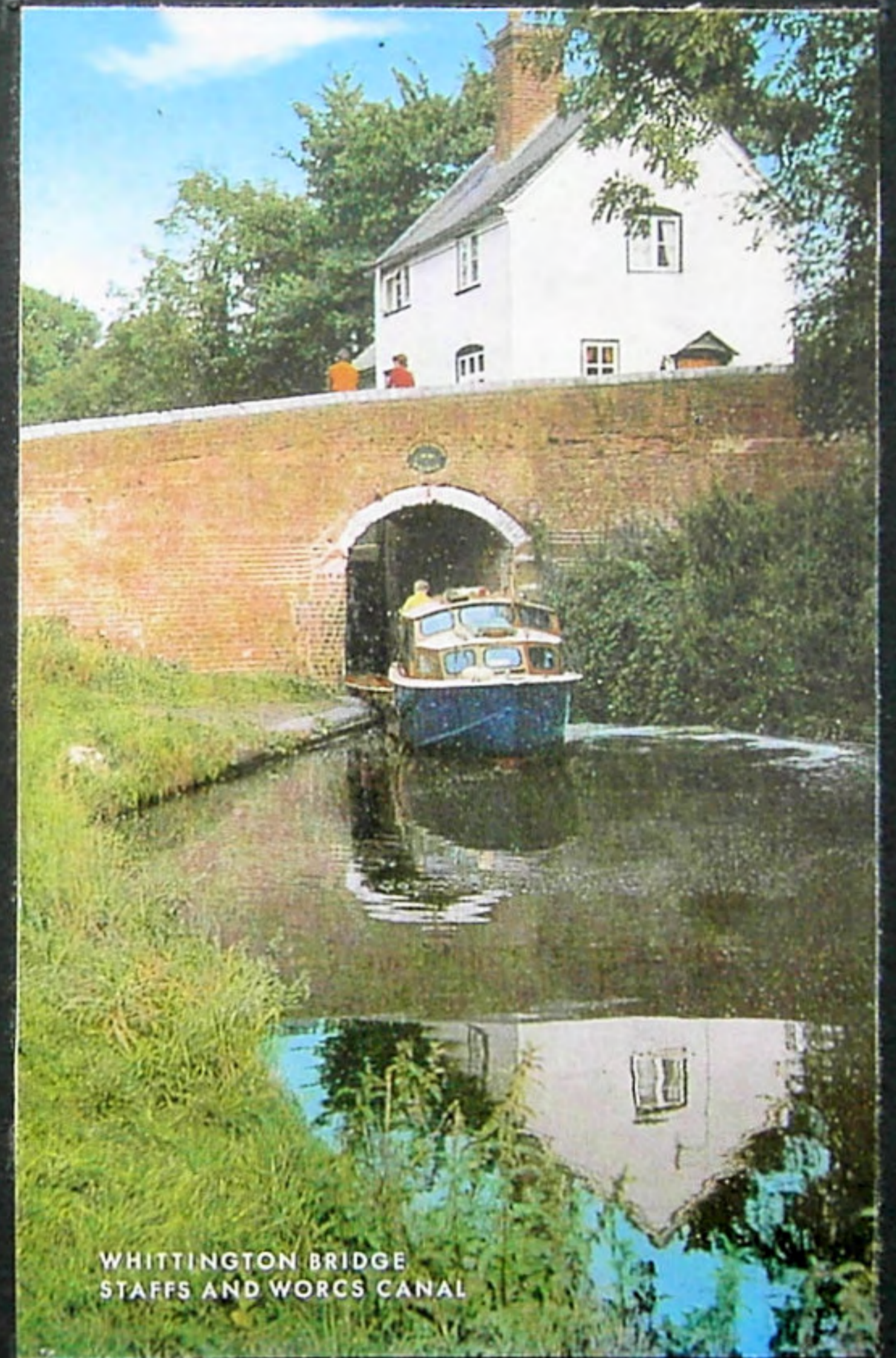
Some typical examples:-
A farm access bridge, a bridge
over the tail of a lock and an
unusual view of a canal tunnel.



HARECASTLE TUNNEL, TRENT AND MERSEY CANAL

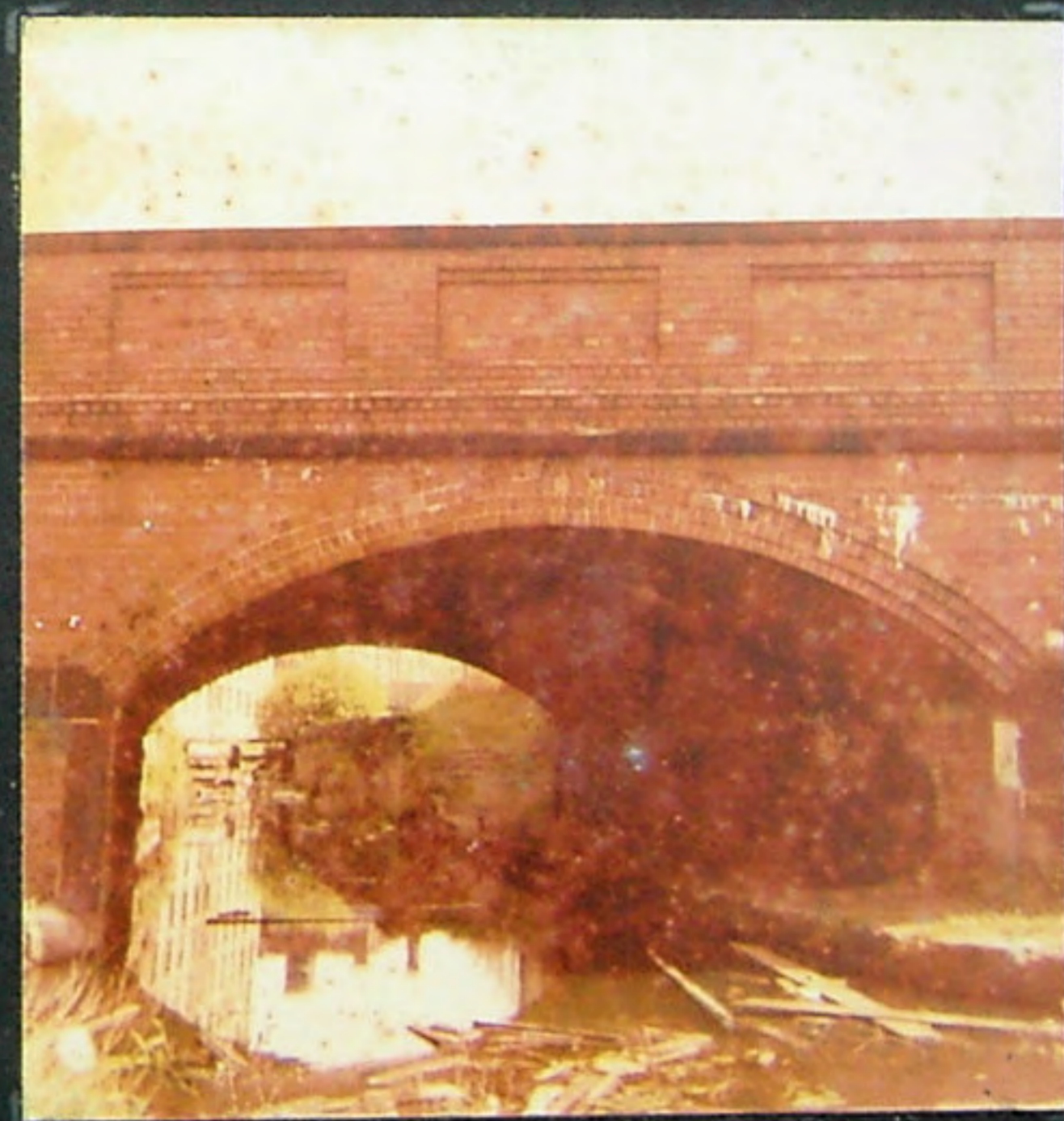
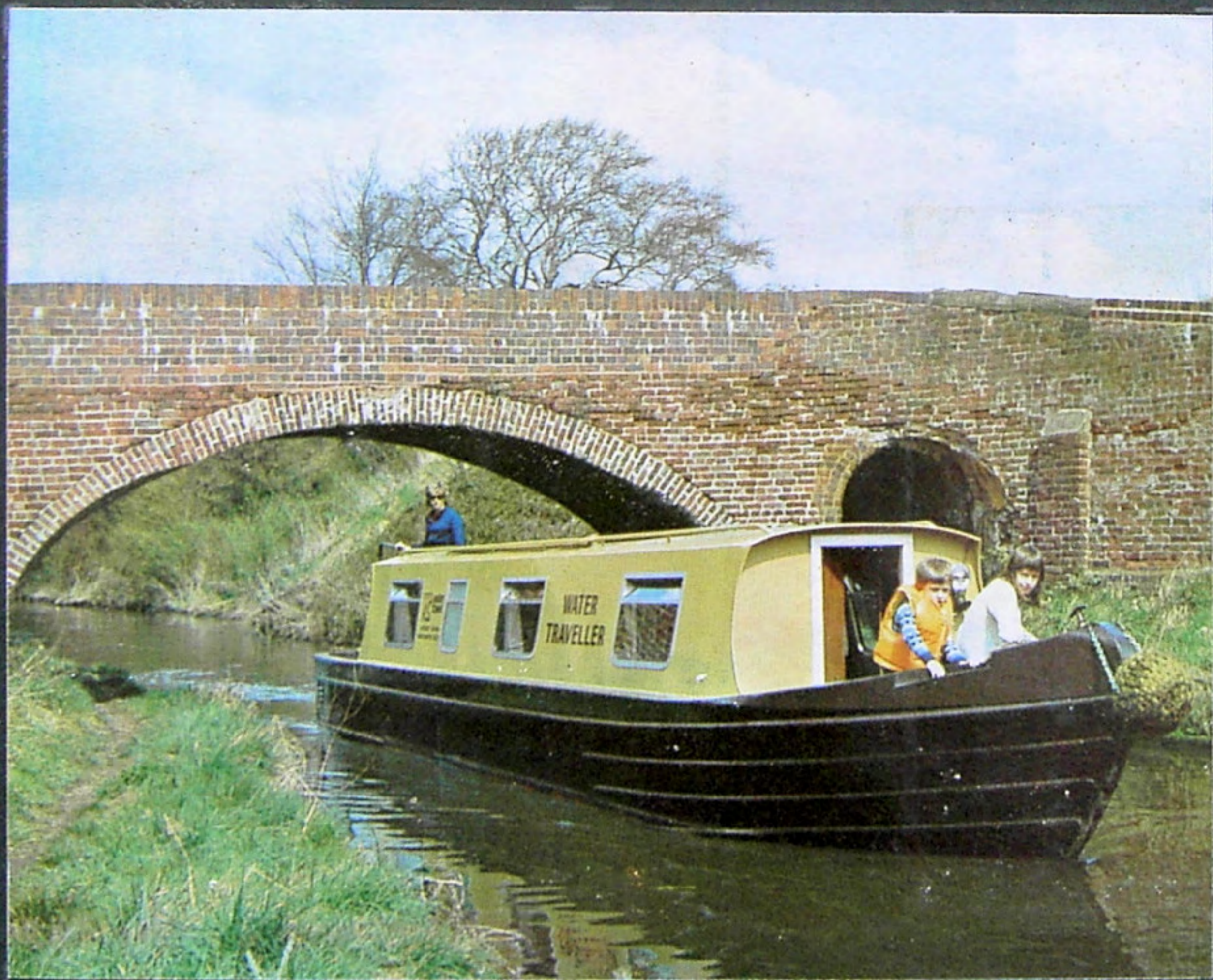


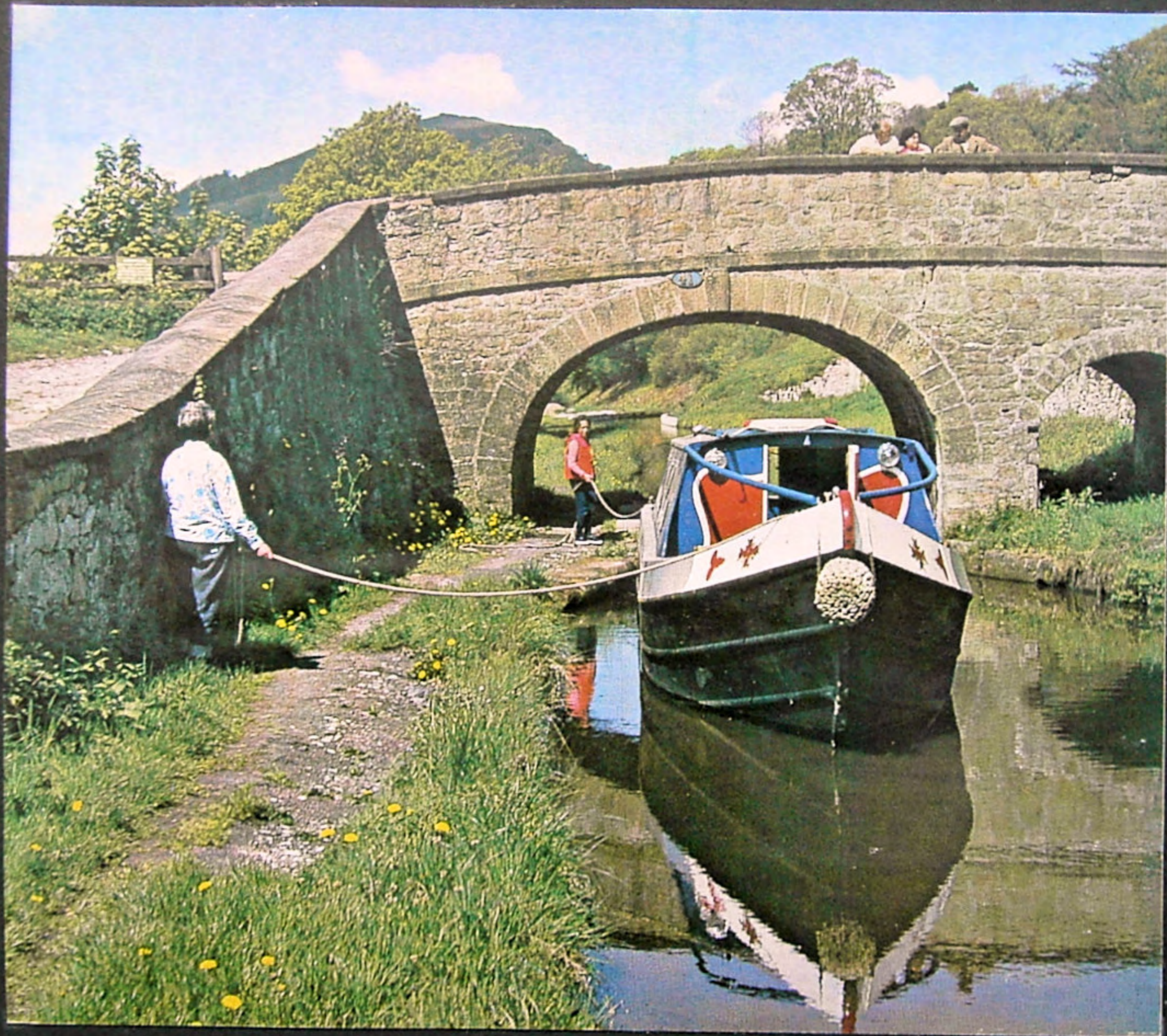
CRICK WHARF, LEICESTER SECTION, GRAND UNION CANAL



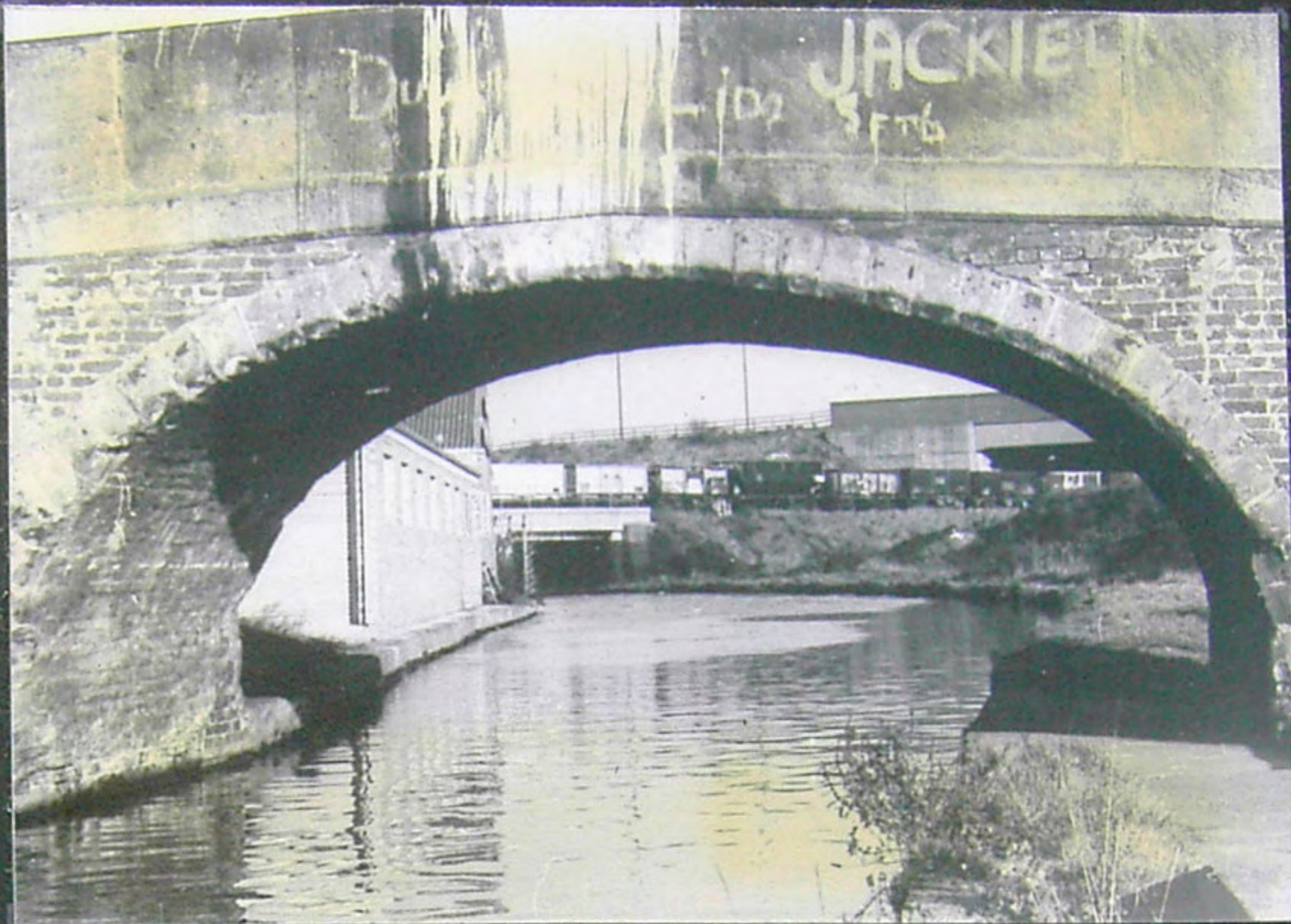
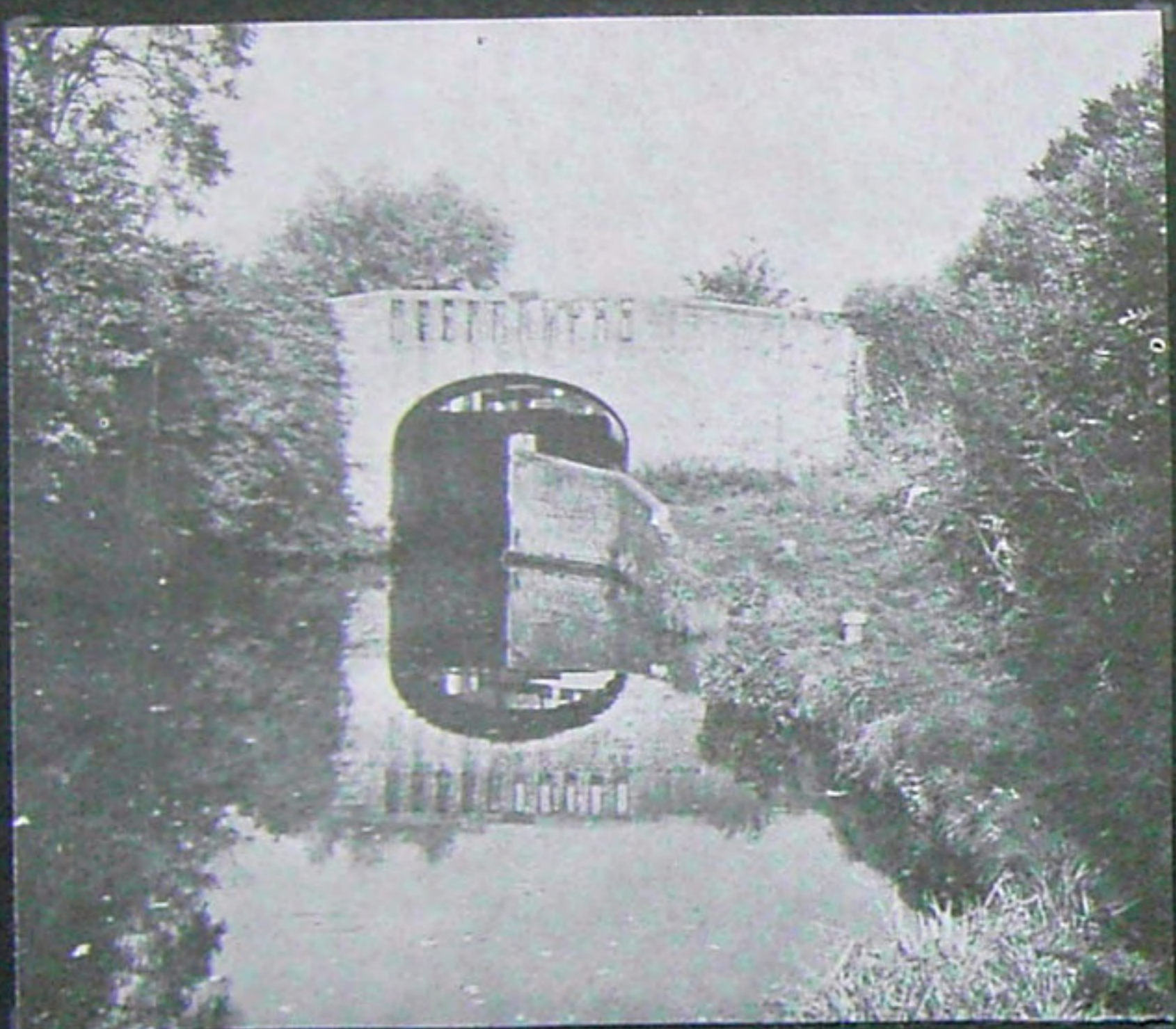
WHITTINGTON BRIDGE
STAFFS AND WORCS CANAL

Opposite:- Saltersford tunnel
and some different shaped arches





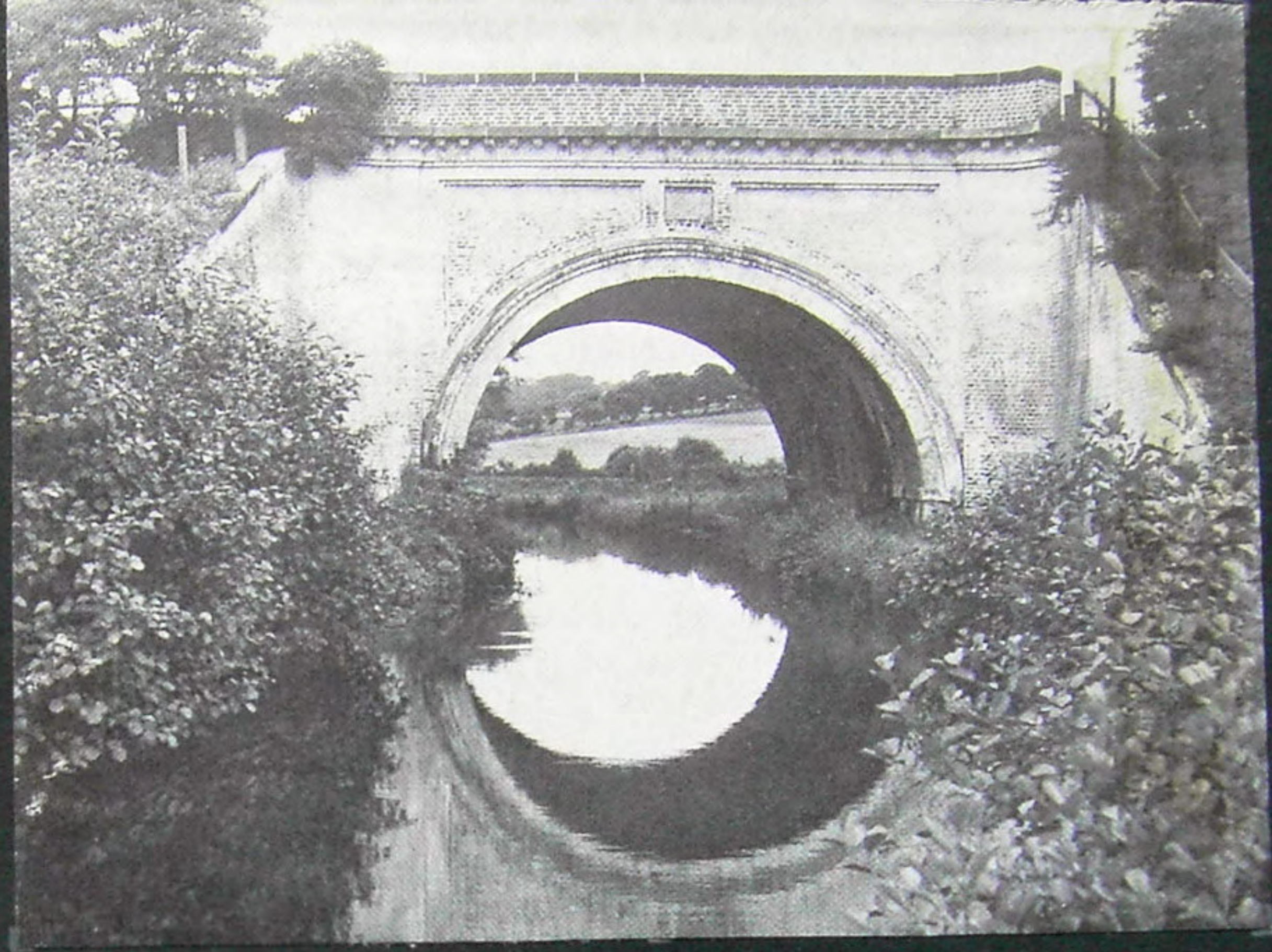
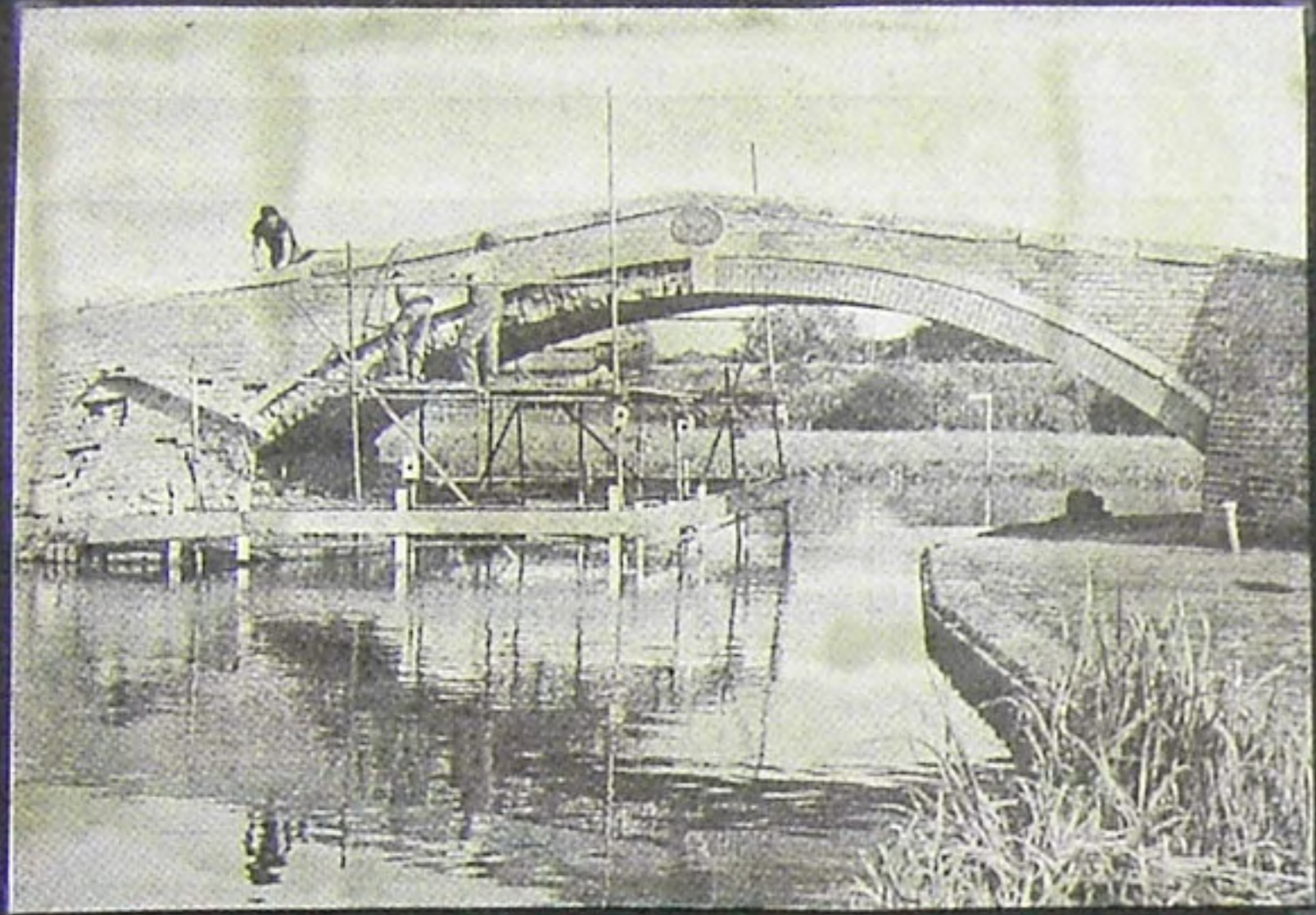
An unusual double arched bridge
on the Llangollen Canal



Arches in different situations



Attractive functionability in
the Black Country.



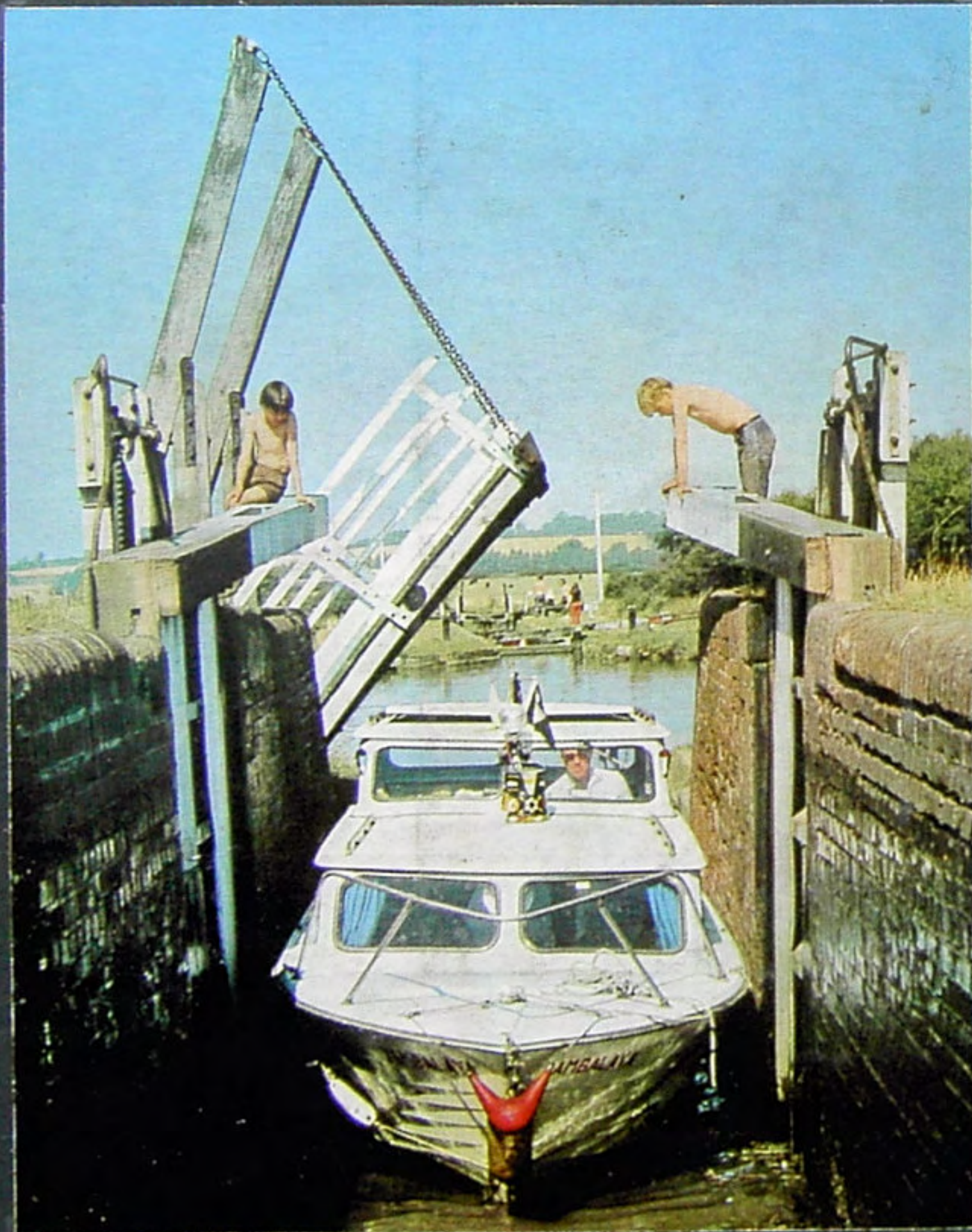
Rebuilding an old yet beautiful
arched bridge; a single arched
aqueduct and an early iron
footbridge.

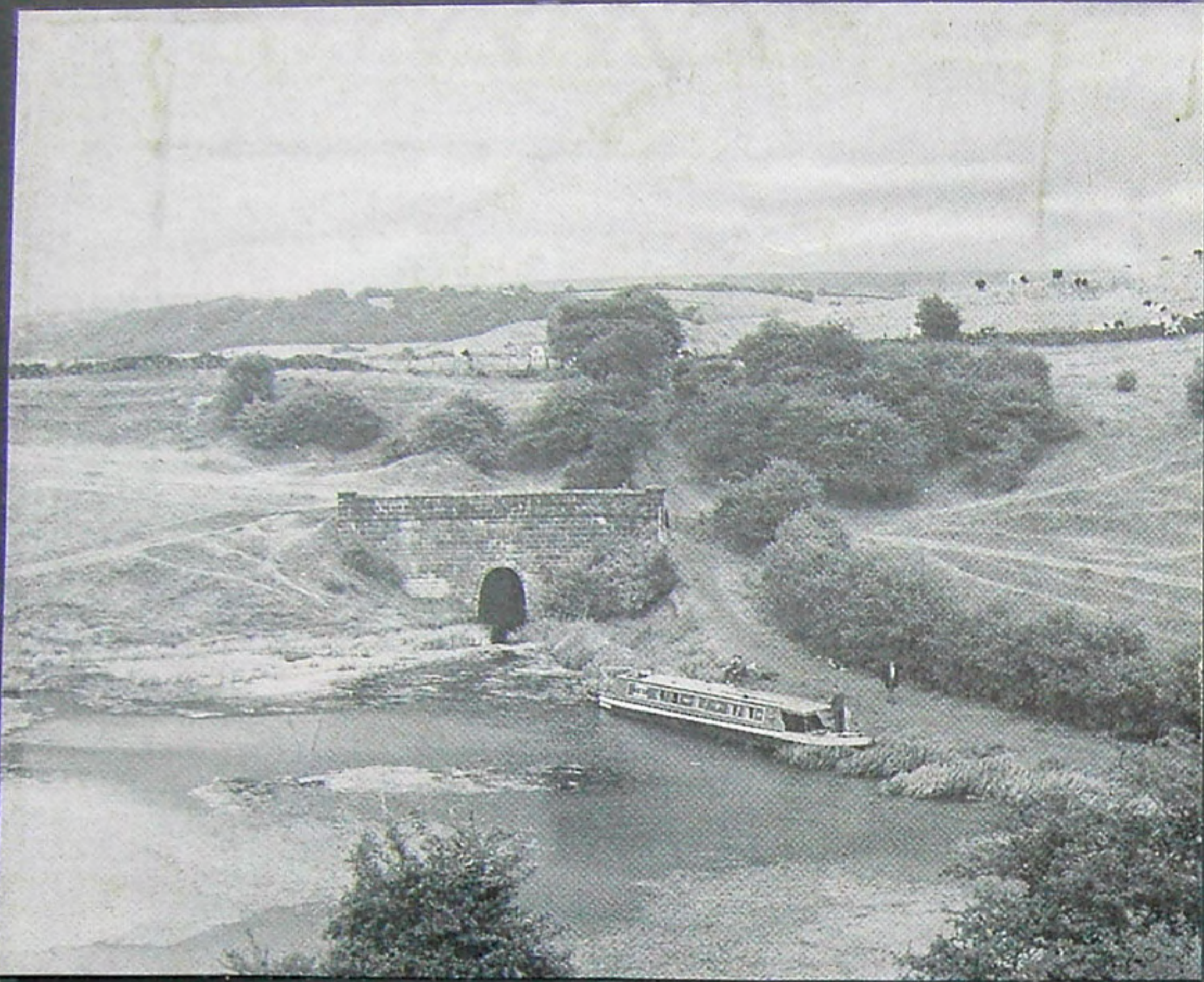


Pontcysyllte aqueduct - as
perfect as when it was built
over 100 years ago.

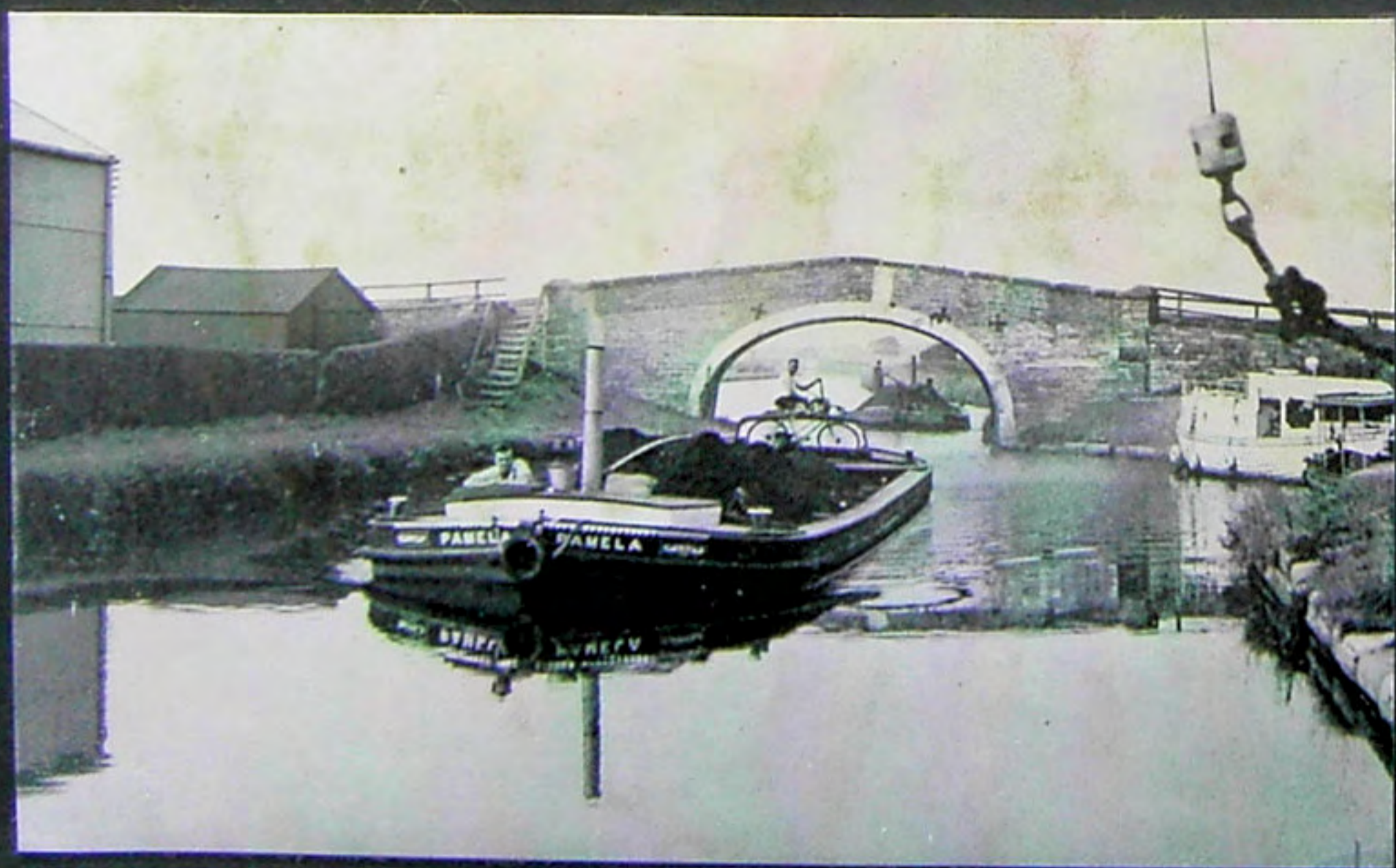


The simplest footbridges and
the rather more complicated
lifting bridges.





Leek tunnel and Marple aqueduct
'The Liverpool coal run' and
the restoration of Marple Locks.





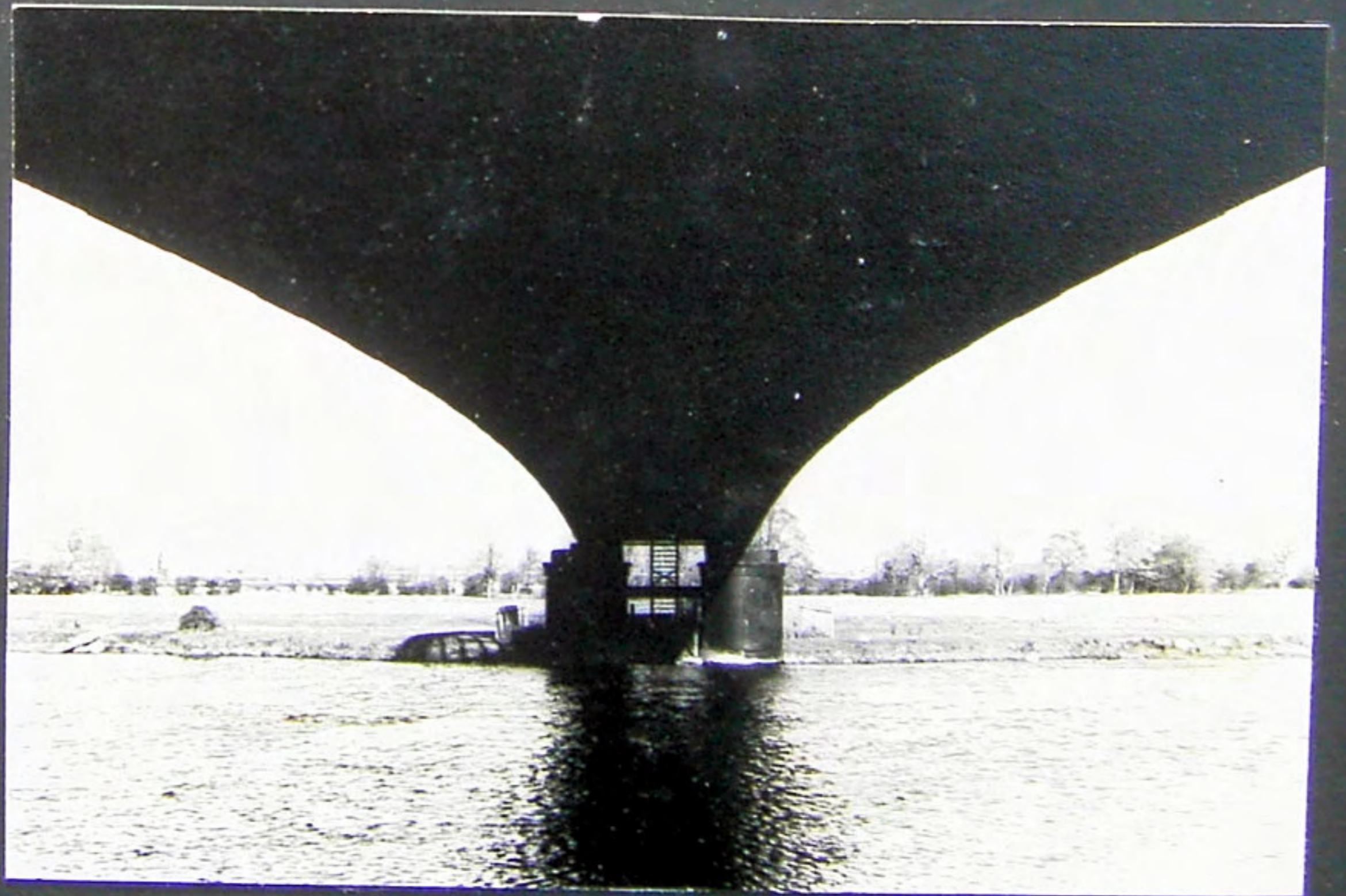
The Brecon and Abervagenny Canal

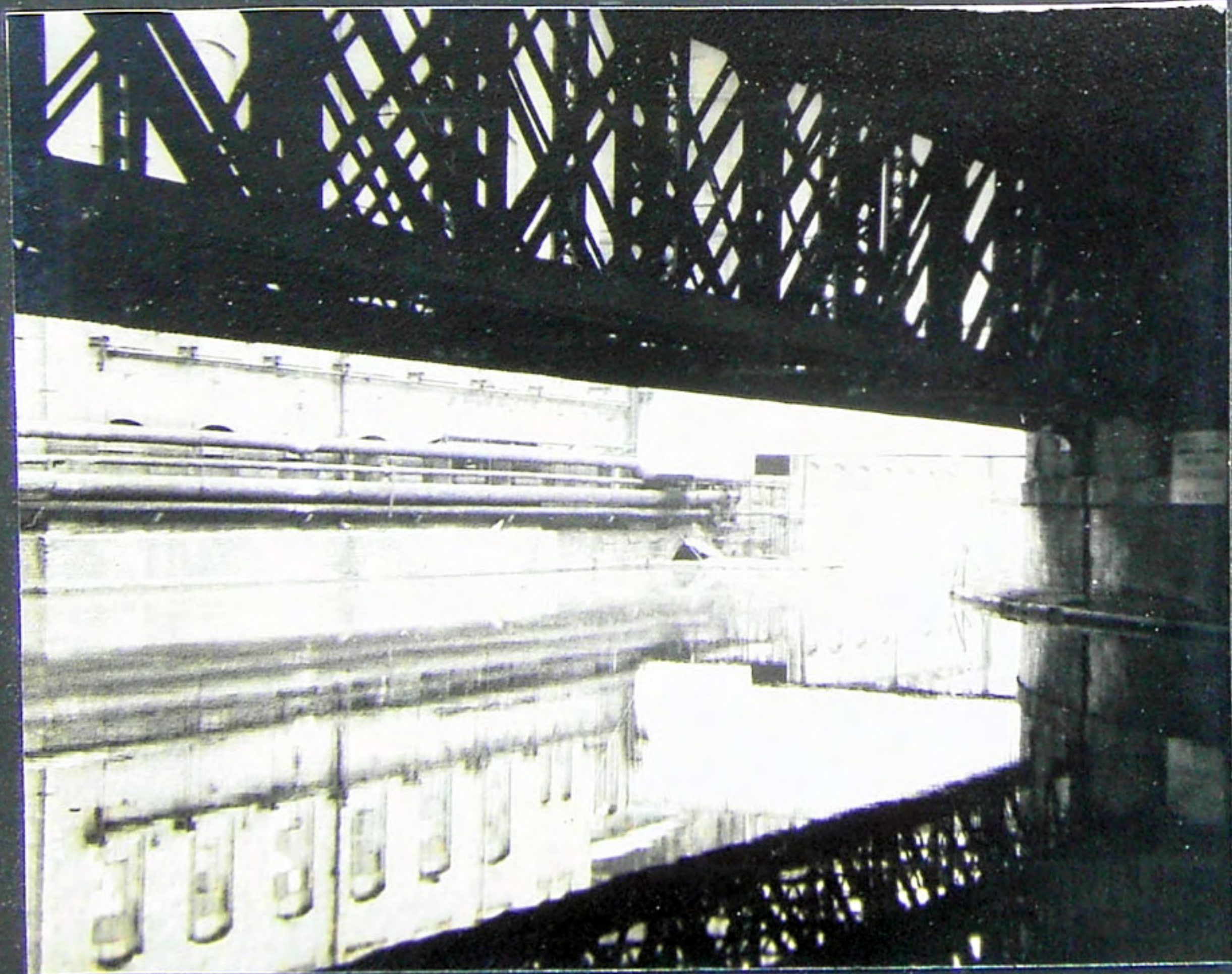
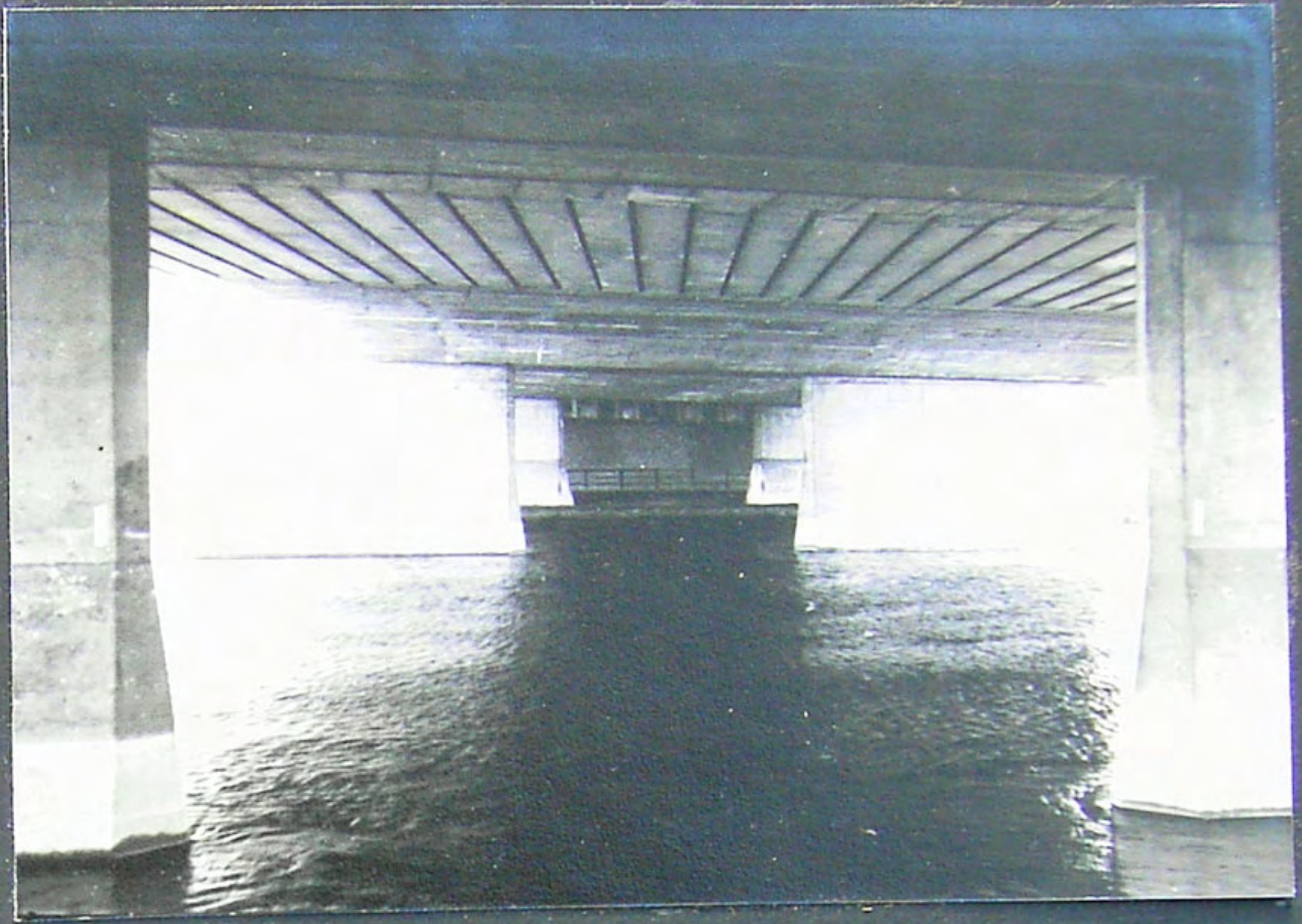


Rothersthorpe - Northants.



'NaVigation Bridge on the Grand
Junction Canal' @1830





Influences - of road and rail,
Leicesters water supply from
the Peak District, industry and
the M.I..

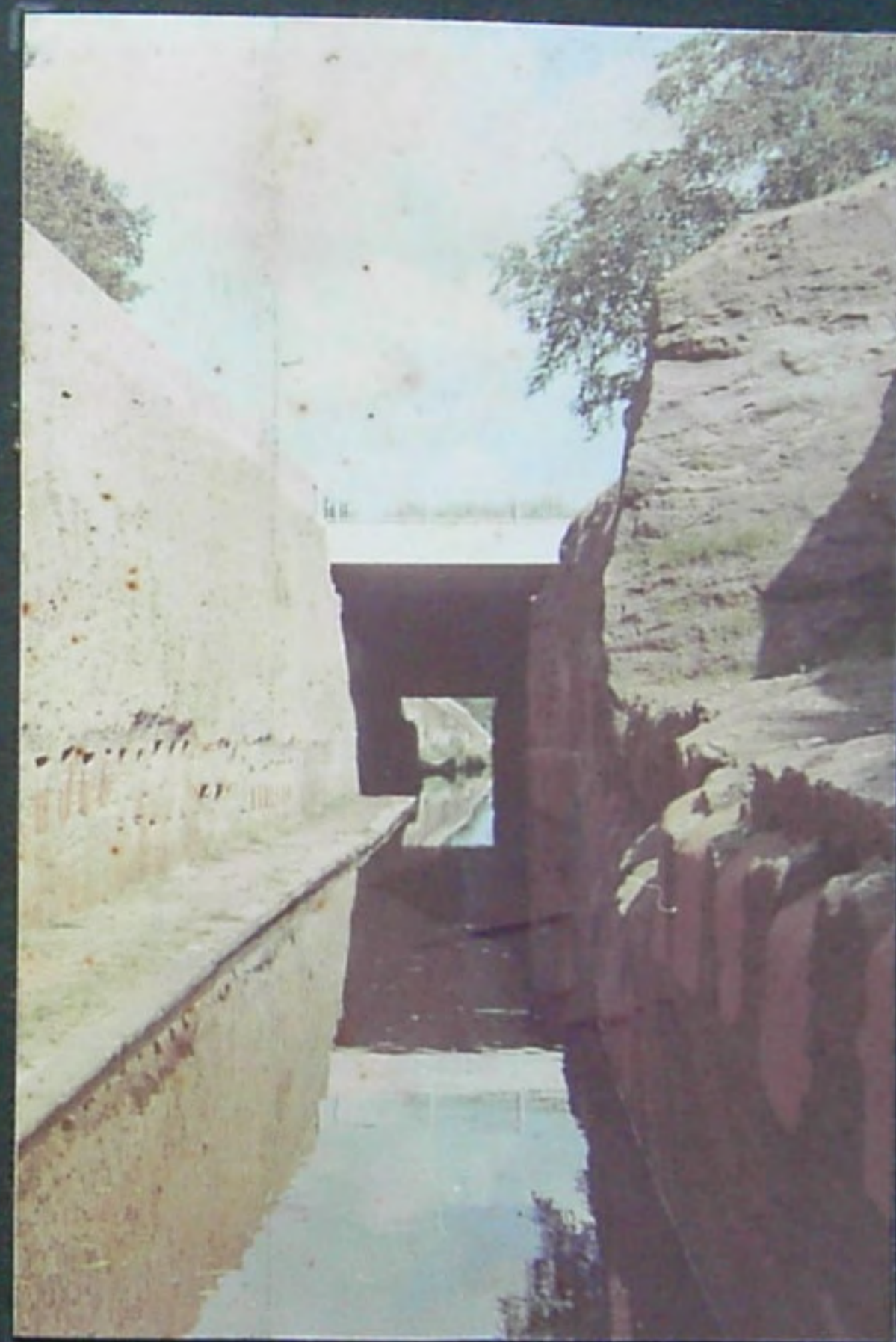


An austere period.....



...but not without hope....





Beauty :- Old and new.

It is interesting that in the first of the 'new', the old arch has been retained whereas with the second, the road bridge -which replaces an old tunnel- slopes downward giving an unusual effect in the remaining rock cutting.

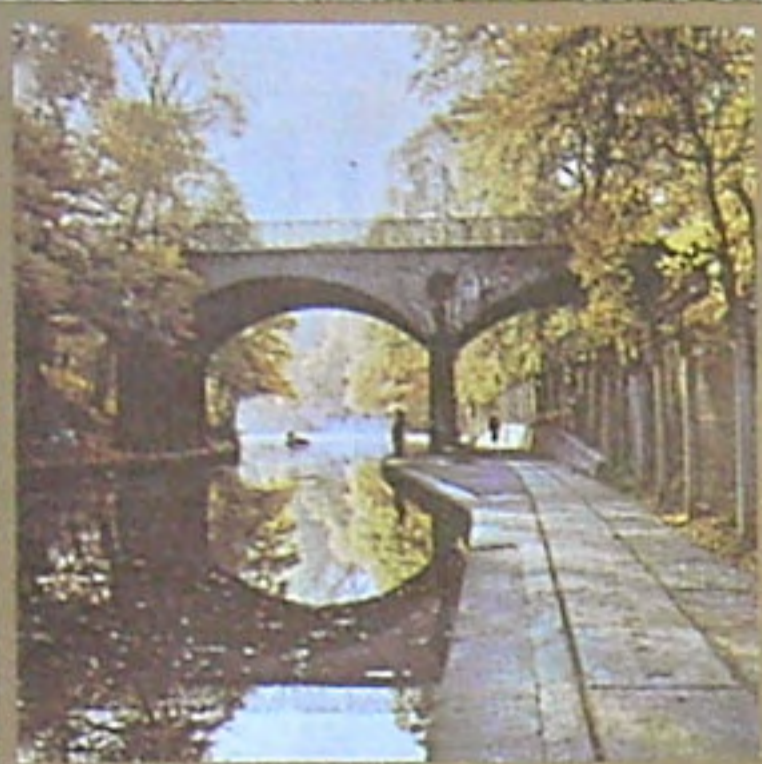


A modern safety addition to an ancient bridge!



Dereliction.....restoration
together with typical railway
influences.





Blow-up Bridge, Regent's Canal



Stoke Bruerne, Grand Union Canal



Roving bridge, Macclesfield Canal



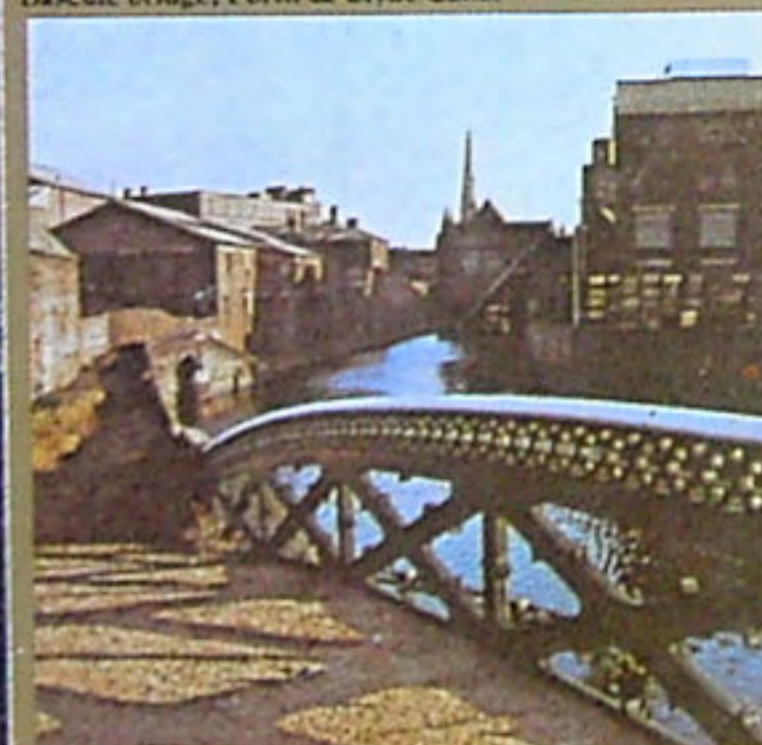
Bascule bridge, Forth & Clyde Canal



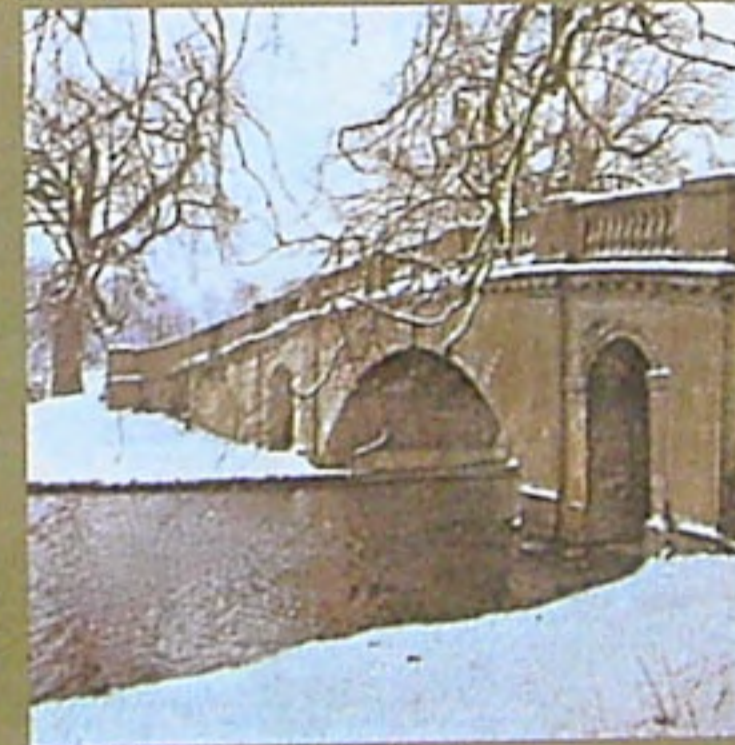
Cefn Brynich Bridge, Monmouthshire & Brecon Canal



Bridge at Cropredy, Oxford Canal



Cast iron roving bridge, B.C.N.



Cassio Bridge, Grand Union Canal



Iron bridge, Oxford Canal

MISCELLANY

From the old to the new.....
'for the times they are
a'changing'(Dylan)