

BRIDGES

The original canal bridges along the canal were largely built of brick. Sarson's Bridge is the only surviving stone bridge, probably built by a private individual who wanted to mark his land with a distinct bridge, but there is evidence that a few others were originally built in stone



Above - Bridge No. 1 (Porter's Bridge); brick with segmental brick arch and bull-nosed stone copings. This is the main type of C18 bridge on the Trent & Mersey Canal, with curved battered walls, finished in plain, square piers

Left - segmental brick arch with rounded moulded bricks to the soffit at Bridge No. 25, incorporating a numbered cast iron plaque



Second left - brick parapet with chamfered & rounded stone copings (Bridge No. 17 Deep Dale Bridge)

Below - coursed sandstone bridge with segmental arch, raised stone band & 1770 datestone (Sarson's Bridge - No. 11)



Bottom left - detail of Fine George's Bridge, No. 9. The lowest courses of sandstone indicate that this may have started out as a stone bridge





The original brick bridges of the canal have been adapted over the years and the details of the alterations & repairs vary

First left - plain red brick rebuilding in English bond brickwork at Weston Cow Pasture Bridge (No. 7)



Second left - reconstructed bridge (No. 21) incorporating a deep segmental arch and blue and Fletton bricks, laid in English bond, with original copings, re-seated



Third left - the whole of the arch has been removed at Massey's Bridge (No. 12), and the deck replaced with a concrete deck & timber & metal rails & posts. The original brick outer abutments survive



Bottom left & detail below - Bridge No. 16, Barrow Bridge, rebuilt in 1944 in blue engineering bricks to the same pattern as the original bridge





The whole of the original bridge at No. 24 (left) was replaced with this concrete bridge in the 1930s

View of the bridge at Swarkestone Lock (Bridge No. 14) from the side of the lock (below) - the complex arrangement of bridge, separate pedestrian footbridge & lock creates an interesting group

Below - tapered brick parapet walls in hand-made red brick with chamfered stone copings at Bridge No. 6 (Aston Lock)

Bottom left & detail, bottom right - pedestrian footbridge over the canal (Bridge No. 22) near Potlocks Farm - a lattice bridge of narrow I-section construction with iron posts, handrail & slim wrought iron rods. This unusual bridge incorporates re-used sections of railway track





Above left & right - pedestrian footbridges over the canal. Bridge No. 10 at Cliff Wood (left) was always a narrow footbridge, which catered for packhorse traffic approaching the river crossing. The cast iron posts & wrought iron rails are 20th century & probably replaced a timber fence. The footbridge at Weston Lock (right) has a cast metal deck & is a pattern repeated at the locks.



Left - cast-iron road bridge over the canal, carrying Buckford Lane.

Below - railway bridges over the canal. Left; bridge near Stenson Junction incorporates giant stone piers with rusticated stone bases & cornices & riveted iron plate box-girder construction. Right; smaller scale bridge of similar construction at Weston Lock, with handrail to parapet

