

UNYS MON

MENAI BRIDGE, Wandsilio, Menai Bridge

1/59/2

Not. Grid: $\begin{array}{r} 555/711 \\ 558/716 \end{array}$ Ref: 43/2 (sq. 16)

I 1819 to 1826. Thomas Telford, engineer in collaboration with Joseph Hanson, architect, engineer on the work of W.A. Prouis. The bridge was built to carry the Holyhead road over the Menai Strait and formed a part of the reconstruction of the road, for the whole of which Telford was responsible. The design consists of 2 main piers of coursed rough faced stone, battered on all sides, and with offsets on each side face carried up the whole height to a boldly coped which carries the chains. The faces of these piers above and across the deck of the bridge consist of battered projections of dressed stone with double arched openings for the roadways, with

a slightly projecting strip at the spring. Similar double arched niches, with acanthus heads and key-stones, and with projecting aprons are placed above the road arches. The approaches to the main piers are formed of three and four semicircular stone arches on tall battered piers with a single projecting springer course, built of the same rough faced stone which is carried up to the underside of the carriage ways and paths without ornament. The paths slightly oversail at the top, and are carried on stone corbels. Between the main piers of the central span of the bridge is 550 feet and is carried (since the recent reconstruction by Torman Hong) by double pairs of steel chains near the outer edges of the piers, and held down into the rock at each end. From these chains are suspended composite lattice girders which carry the road and paths, the latter being outside the girders. The girders are connected to the chains by steel ties. The original design had 8 sets of double iron chains and no girders. The general effect of the reconstruction is the same as the original conception except for the breaking of the line of the outer

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offsets of the main piers by carrying the footways round the outside of these piers. The effect of strength and simplicity of design is slightly diminished. It is obvious that great care has been taken to preserve the original conception and Telford would probably appreciate the lighter effect of the steel chains in comparison with the iron. The reconstruction has been an engineering feat comparable in some respects with the problems confronted by Telford. On the mainland of the bridge the chains are carried through a pavilion with the same general design as the upper part of the main piers, and which forms a stop at the dividing of roads at this point. The reconstruction was completed in 1941, complete photographic records of this work together with views of the original construction and a scale model in brass in the Barge Museum. The splendid scale of the bridge and the simple lines of the design are in perfect harmony with the surroundings. Part of the bridge is in the Barge Municipal Borough.