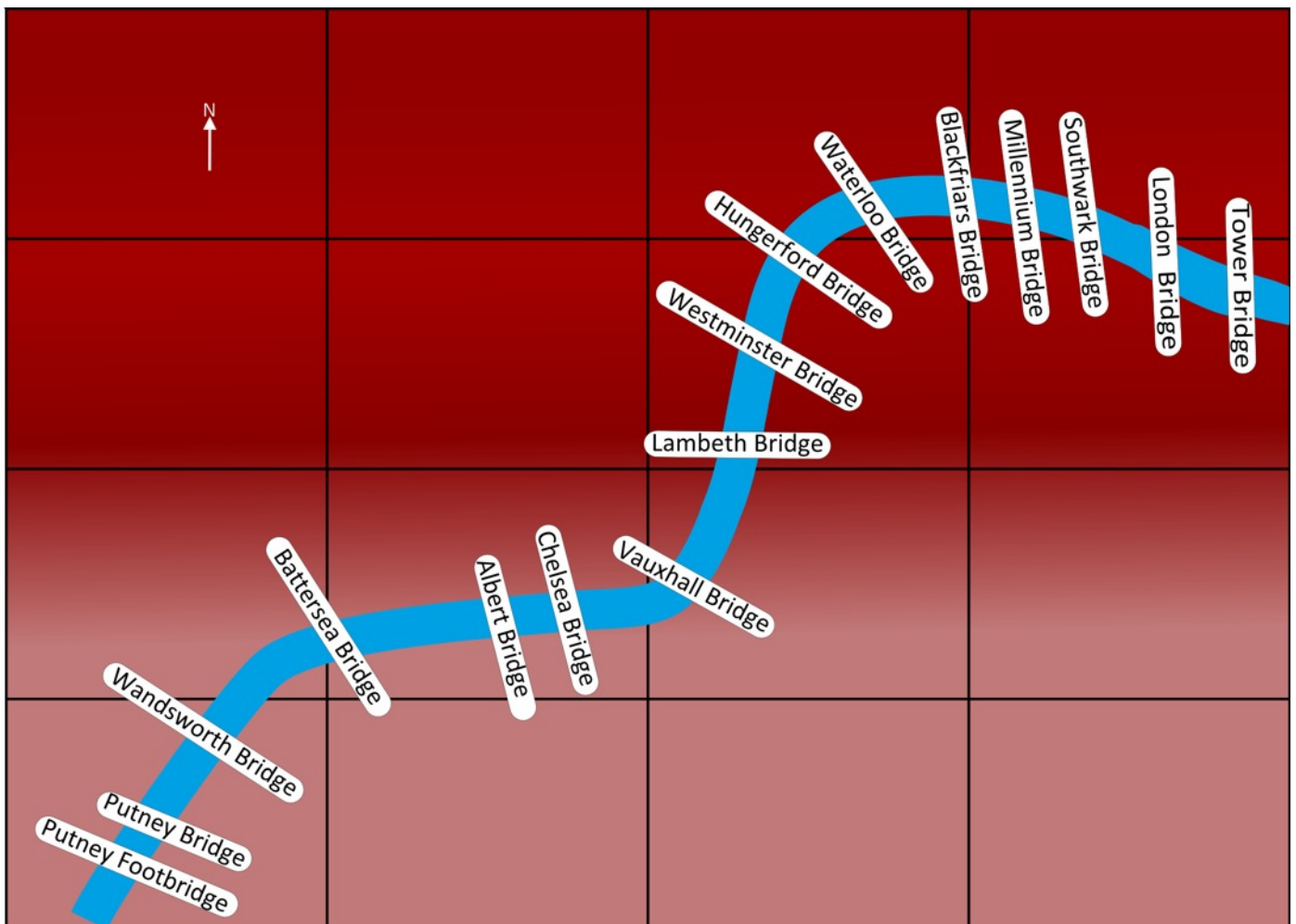




Hearts & Souls
WORKING IN BUCKINGHAMSHIRE FOR CARDIAC REHABILITATION



ROUTE GUIDE



PUTNEY RAILWAY/FOOTBRIDGE



Built in 1887-9 for the London and South Western Railway with 5 spans of lattice-girder construction. It was built by William Jacomb, Brunel's assistant on the ship, the *Great Western*.

PUTNEY (or FULHAM) BRIDGE



Until 1750, when Westminster Bridge opened, this was the only bridge across the river west of London Bridge. It had 26 spans varying in size from 14 -32 feet and presented a serious obstruction to navigation. In 1870-72 the number of spans was reduced to 23. The bridge was replaced by the present 5 span granite bridge in 1882 by Sir Joseph Bazalgette (the same English civil engineer who created the sewer network for central London). Since 1845 Putney bridge has been the start of the University Boat Race.

WANDSWORTH BRIDGE



The first Wandsworth bridge was built by J.H. Tolmé in 1870-73. It was a continuous lattice-girder bridge of 5 spans. It was freed from tolls in 1880. In 1936-40 it was replaced by the present 3 spanned bridge of steel-plate girder cantilever construction, designed by Sir Pierson Frank, (elected president of the Institution of civil Engineers 1945 to November 1946)

BATTERSEA BRIDGE



The first Battersea bridge was built of wood in 1771-2 and it replaced the regular ferry between Chelsea and Battersea. Then the only bridge between Westminster and Putney, it transformed Chelsea from a village to a small town. It was demolished in 1881 and was replaced in 1886-90 by the present bridge with 5 cast iron arches designed by Sir Joseph Bazalgette.

ALBERT BRIDGE



Constructed on a straight link suspension system in 1871-3 and built as a cantilever structure, each half supported by its straight wrought iron bars radiating from the top of the highly ornamental cast iron towers. The side girders of the parapets were hung from vertical steel suspenders. Thus it was a hybrid type of bridge containing elements of both cantilever and suspension. In 1971-73 the deck was strengthened to take increased traffic loads.

CHELSEA BRIDGE



The first Chelsea bridge, designed by Thomas Page, was built in 1851-8. It was a suspension bridge with cast-iron towers. Many human bones and Roman and British weapons were found during the digging of the foundations, showing that a battle must have been fought here. It was freed from tolls in 1879 and in 1934 replaced with a suspension bridge by Rendel, Palmer and Tritton.

VAUXHALL BRIDGE



First known as the Regent's bridge and opened in 1816 this was the first iron bridge over the Thames in London. In 1895-1906 the structure was replaced by the present bridge designed by Sir Alexander Binnie with 5 steel arches on granite piers. Freed from tolls 1879. The huge bronze figures represent *Pottery, Engineering, Architecture* and *Agriculture* upstream and *Science, Fine Arts, Local Government* and *Education* downstream.

LAMBETH BRIDGE



The first mention of a horse ferry here is in 1513. It was one of the few places on the river where a coach and horses could cross. In 1633 the ferry sank under the weight of Archbishops Laud's belongings when he was moving into Lambeth Palace. Oliver Cromwell's coach and horses also sank here in 1656. In 1688 Mary of Modena escaped via the ferry with the infant Prince James, to France. After the construction of Westminster Bridge, the ferry closed down. The first bridge built on the site in 1861 was a lattice stiffened suspension bridge. Freed from tolls 1879. In 1929- 32 it was replaced by the current 5 span steel arch bridge.

WESTMINSTER BRIDGE



Westminster Bridge is painted predominantly green, the same colour as the leather seats in the House of Commons which is on the side of the Palace of Westminster nearest the bridge. This is in contrast to Lambeth Bridge which is red, the same colour as the seats in the House of Lords and is on the opposite side of the Houses of Parliament. In 2005-2007 it underwent a complete refurbishment, including replacing the iron fascias and repainting the whole bridge. It was the finishing point during the early years of the London Marathon.

HUNGERFORD BRIDGE



The Hungerford Bridge was designed by the celebrated Isambard Kingdom Brunel in 1841. The footbridge was built to link the Thames' south bank with Hungerford Market on the north bank. The suspension bridge is almost fifteen hundred feet long and is supported by cast iron chains. In 2000 a huge project was undertaken to create two new footbridges at the site. Brunel's original pier was restored and two new footbridges now join the pier to connect London to the Southbank. Dubbed the 'Embankment', visitors can see the huge building built on stilts above Charing Cross Station.

WATERLOO BRIDGE



The first bridge was opened by the Prince Regent on the second anniversary of the Battle of Waterloo. Made of granite, it was originally known as the Strand Bridge. It was demolished in 1936 due to subsidence and replaced by the present bridge. The arches were clad in Portland stone from the South West of England; the stone cleans itself whenever it rains.

BLACKFRIARS BRIDGE



Blackfriars Bridge, officially known as William Pitt Bridge and also known as St Paul's Bridge and was completed in 1769. The bridge became internationally notorious in June 1982, when the body of Roberto Calvi, a former chairman of Italy's largest private bank, was found hanging from one of its arches with five bricks and around \$14,000 in three different currencies in his pockets. Calvi's death was initially treated as suicide, but he was on the run from Italy accused of embezzlement and in 2002 forensic experts concluded he had been murdered by the Mafia.

MILLENIUM BRIDGE



The flat steel suspension bridge carries pedestrians over the river between Tate Modern and St Paul's Cathedral. Also known as the 'Wobbly Bridge' because of the swaying that occurred at its official opening in 2000. The bridge was closed while the problem was solved using a system of dampers.

SOUTHWARK BRIDGE



In 1814 – 1819 John Rennie built his three arch cast iron bridge with a central span of 240ft, the largest bridge built of this material. The ironwork was cast by Walker's of Rotherham, whom it bankrupted. Robert Stephenson described it as being unrivalled as regards its colossal proportions, its architectural effects and the general simplicity and massive character of its details. It was replaced by the present five span bridge in 1921. It was designed by Ernest George and Basil Mott. It was built by Sir William Arrol & Co. and opened in 1921.

LONDON BRIDGE



The first London Bridge was probably built of wood between AD100 and 400 during the Roman occupation. In 1014 King Elthered and King Olaf of Norway burnt down the bridge to divide the Danish forces. Although there has been a bridge across this part of the Thames for the past two thousand years, the present London Bridge dates to its opening on 17 March, 1973 as all the past London Bridges have - as the nursery rhyme goes - fallen down. The present London Bridge is 928 ft (283 m) in length. It was built at a cost of £4 million (or about £42.1 million in 2011).

TOWER BRIDGE



Opened in 1894 by the Prince of Wales, Tower Bridge is often mistakenly called London Bridge; however the true London Bridge is in fact the next bridge upstream. Be that as it may, there is a popular urban legend that relates to this very case of 'mistaken identity'. It is said that in 1968, Robert McCulloch - the purchaser of the old London Bridge that was later shipped to Lake Havasu City, Arizona - believed that he was actually buying Tower Bridge. This was denied by McCulloch himself and was later debunked by the vendor of the bridge - Ivan Luckin.

