

**Supplementary
Submission
No 7a**

**INQUIRY INTO WINDSOR BRIDGE REPLACEMENT
PROJECT**

Name: Mr Harry Terry

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Submission No 3 Horse Drawn Vehicles

In numerous documents the RMS states, "Originally built for horse-drawn vehicles and foot traffic in 1874, Windsor Bridge..." (e.g. <http://www.rms.nsw.gov.au/projects/sydney-west/windsor-bridge-replacement/index.html>) or similar wording.

This may appear to be a straight forward and truthful statement however the reality is not so clear.

Windsor Bridge was built in a river renowned for the ferocity of its floods and built after the 1867 flood. It was thus built to withstand those floods and has done so for the following 143 years. It was built to a standard that far exceeds a bridge built for horse-drawn vehicles and foot traffic. "At the time of Allan's Windsor Bridge design, the design load was a 16 tonne steam-powered farm tractor, as this was the heaviest vehicle known to travel public roads to the time of the 20th century." Windsor's Heritage Brian Pearson & Ray Wedgwood

"Percy's beams were of great strength and rigidity. They contained so much reinforcement that today they carry B-Double trucks of at least 65 tonnes mass without a load restriction and without noticeable deflection." (This refers to the prestressed concrete beams used in the 1921-22 replacement of the timber deck) Windsor's Heritage Brian Pearson & Ray Wedgwood

The specifications for Windsor Bridge were prepared to the standard of a railway bridge and hence had the strength and stability to carry the weight of a steam train. Statement by Ray wedgwood on a radio interview with Macca 702.

In October 1872, three of the iron piers had been sunk 4 feet into the rock to the depth of 25 feet below river bed; each column was lewised with four inch bolt and filled up with strong cement and concrete, supporting a ring of 9-inch radiating bricks; enclosing a cone of concrete to the top of the pier. The extraordinary floods at Windsor which reach to a height of 51 foot above low water, or 36 feet above the decks of the bridge, made it necessary to have the superstructure unusually strong; and much ingenuity is shown in the design for securely fastening it to the piers. Many freshes and several heavy floods retarded operations; and the sinking of all the piers could not be completed until December, 1873. Although a few feet only of the iron columns appear above water, the cylinders reach to an average depth of 40 feet below summer level. By the use of the sand-pump and air-lochs, boulders, drift-wood, and logs, several feet in thickness, were removed at considerable depths, and each pillar firmly bedded and lewised four feet into the solid rock. (These are extracts from <http://hawkesburyheritage.blogspot.com.au/2013/12/1874-technical-details-of-windsor-bridge.html> quoted by Michelle Nichols from Trove.

Therefore to claim Windsor Bridge was built for horse-drawn vehicles and foot traffic is at best mischievous.