

OHBA Spring 2015 Tour

Tour includes two of Ohio's and the nation's most significant old iron bridges, a one-of-a-kind iron through truss, one of the state's newest covered bridges, and a pair of turn-of-the-twentieth-century stone and concrete bridges.

Meet at McDonald's located at 200 Lincoln Way East, Massillon, 10 am, May 17, 2015

Turn right out of rear of McDonald's parking lot onto Federal, turn right on Erie, across Lincoln Way, right on Tremont, cross over the Tuscarawas River on the Vietnam Veterans Memorial Bridge, turn left on 4th, left on Perry to a parking lot at Oak Knoll Park to see:

Oak Knoll Park Bridge. This is Ohio's oldest extant iron bridge. It was designed by Massillon's own inventor Joseph Davenport and built by the Russell Manufacturing Company in 1859. It originally stood on a county road near Alliance, and when it was being replaced in 1899, the county commissioners made a special effort to preserve it and move it to this park. So it is also one of the state's earliest preservation projects. Composed entirely of wrought iron, the design is based on the famous Howe truss so popular for wooden railroad and highway bridges.

Return on 4th Street to Tremont and turn left, then right on 6th Street to Lincoln Way and turn right. Cross over the Tuscarawas River again to SR 21 South (Lillian Gish Way) and turn right. Turn left at the stoplight onto SR 21 South and proceed to US 30 East towards Canton. Take the exit for I-77 South towards Marietta and follow for about 9 miles to Exit 93, and turn left onto SR 212. Follow SR 212 into Zoar. Follow SR 212 through the village and turn right onto Dover-Zoar Road that follows along the top of the levy. Turn right on Towpath and stop to see:

Old Zoar Bridge over the Tuscarawas River. Canton's Wrought Iron Bridge Company built this very rare iron through truss in 1883. The company was among the nation's leaders, and this bridge apparently represents an experiment in continuous bridge design. The Kentucky River Bridge on the Cincinnati and Southern Railway, finished in 1877, is considered America's first continuous truss bridge, in which the trusswork continues uninterrupted over the piers. It is extremely rare for ordinary highway through truss bridges to have been using this technique, and this apparently represents a one-time experiment by the company.

Turn around on Towpath, and turn right on Dover-Zoar Road, then left on Canal Road (CR 81). Follow Canal Road to SR 800 (at stop sign) and turn left. Turn right on SR 212 East, then right on Boy Scout Road. Turn right on Old Zoarville Road and pull up at the abandoned portion of the road to see:

Old Zoarville Fink Truss over Conotton Creek. Smith, Latrobe and Company of Baltimore, Maryland, erected this extremely rare iron bridge in 1868. In the 1850s, the B&O was the first railroad in the nation to adopt iron bridges. One of their

favorite iron designs was the Fink truss, patented by the German-trained engineer Albert Fink. Charles Shaler Smith, one of the founders of the Baltimore firm, had worked as an assistant to Fink on the B&O and was among the few to adopt this railroad truss for highways. Smith received his own patent for the distinctive end columns as shown on this bridge. The bridge originally crossed the Tuscarawas River in Dover, but when it was replaced in 1905, one span was disassembled and moved to this location by Edward Landor, an employee of the Wrought Iron Bridge Company who at that time had just completed work on the concrete Y Bridge in Zanesville. The bridge is unusual in Ohio for its extensive use of Phoenix columns—hollow, wrought-iron tubes fabricated with stitch riveting—for all its compression members. The bridge was restored in 2007 through the efforts of Camp Tuscazoar, the local Boy Scout Camp.

Return to Boy Scout Road and turn left. At SR 212, turn left and then left again on SR 800. Follow SR 800 into Dover. Turn left on Front (SR 211) and follow it to Tuscarawas Street. For those seeking a quick lunch, you can stop at the

Dairy Queen near the school. For those who brought a picnic lunch, follow Tuscarawas to the **Warther Museum's** lower level where you will find picnic tables. (There are no bathrooms on this lower level.)

Reconvene at the DQ and follow Tuscarawas Street west towards I-77. Intersect SR 39 West and follow it 13 miles into Holmes County to Walnut Creek. Shortly after reaching Walnut Creek's limits, turn right on CR 145. Follow it to:

Stutzman's Crossing Covered Bridge (35-38-04). This is a multiple kingpost designed by Don Timmer and Barry Neumann from Richland Engineering of Mansfield, Ohio, and completed in 2009. Framed from oak timbers harvested locally, it was named after Jonas "Derweiss" Stutzman who built the first home, sawmill, and school in Holmes County in the early 19th century.

Turn left onto CR 114 and return to SR 39 and turn left. Follow SR 39 back through Sugarcreek to Schilling Hill Road and turn right. Schilling Hill converges with Crooked Run Road before running into Stonecreek Road. Turn left and proceed less than a mile back to SR 39. Turn right and then right onto the entrance ramp for SR 250 East (keep left). Follow SR 250 ten miles into Uhrichsville. SR 250 becomes Water Street. Follow it to 3rd Street and turn left. Where 3rd Street intersects 4th, pull into the Old Warehouse Ceramics parking lot and stop to see:

Fourth Street Concrete Bridge. This two-span, filled spandrel concrete arch bridge was built in 1908 by the W. M. Brode Company of Newcomerstown, Ohio. Concrete bridges were the latest technology in the first decade of the 20th century, and it is unusual to find one of that vintage that still retains its original sidewalk railings.

And the:

Center Street Stone Bridge. A voussoir-type stone arch built in 1903 that contrasts with its neighboring concrete bridge. Ironically, when it was recently rehabilitated, the deck was widened to accommodate a sidewalk and the new railings were fabricated to resemble an old concrete bridge. Note the stone icebreaker on the central pier.

To leave Uhrichsville, return on 3rd Street and, if going north, turn right on Water Street. If going west towards Columbus, turn left on Water Street. When it turns sharply to the right, it becomes Trenton Road and it will intersect with SR 36 West.

For those interested in another covered bridge, continue west on SR 36 about 35 miles to SR 60. Turn right (north) on SR 60 and proceed to CR 25. Turn right on CR 25 to see:

Helmick Covered Bridge (35-16-02). Built in 1863 by John Shrake of Licking County, one of central Ohio's prolific bridge builders. The mason of the substructure, F. A. Victor, carved his name and the date into one of the abutments. The bridge had deteriorated severely in the 1980s, and Don Timmer of Richland Engineering supervised the installation of a long, steel I-beam through its center until it could be restored. This work was finally accomplished through the efforts of the Helmick Bridge Restoration Committee in 1995. The contractor for the job was W. M. Brode, the same firm that had built the Uhrichsville concrete bridge nearly nine decades earlier.