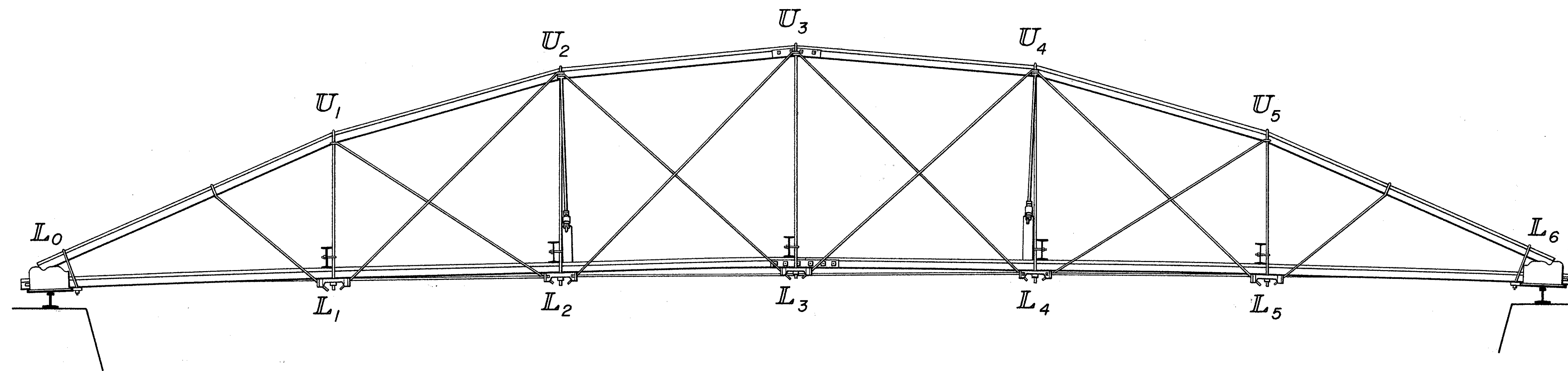
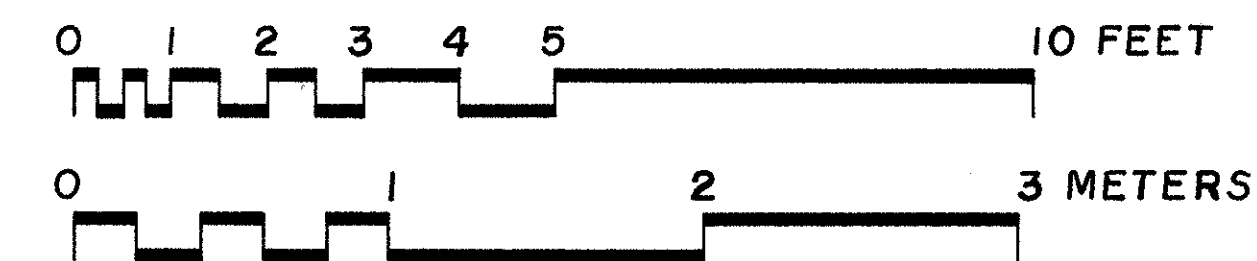


# AVERY/BARTHOLOMEW PATENT IRON-RAILROAD-BRIDGE

## GROTON, NEW YORK • 1877



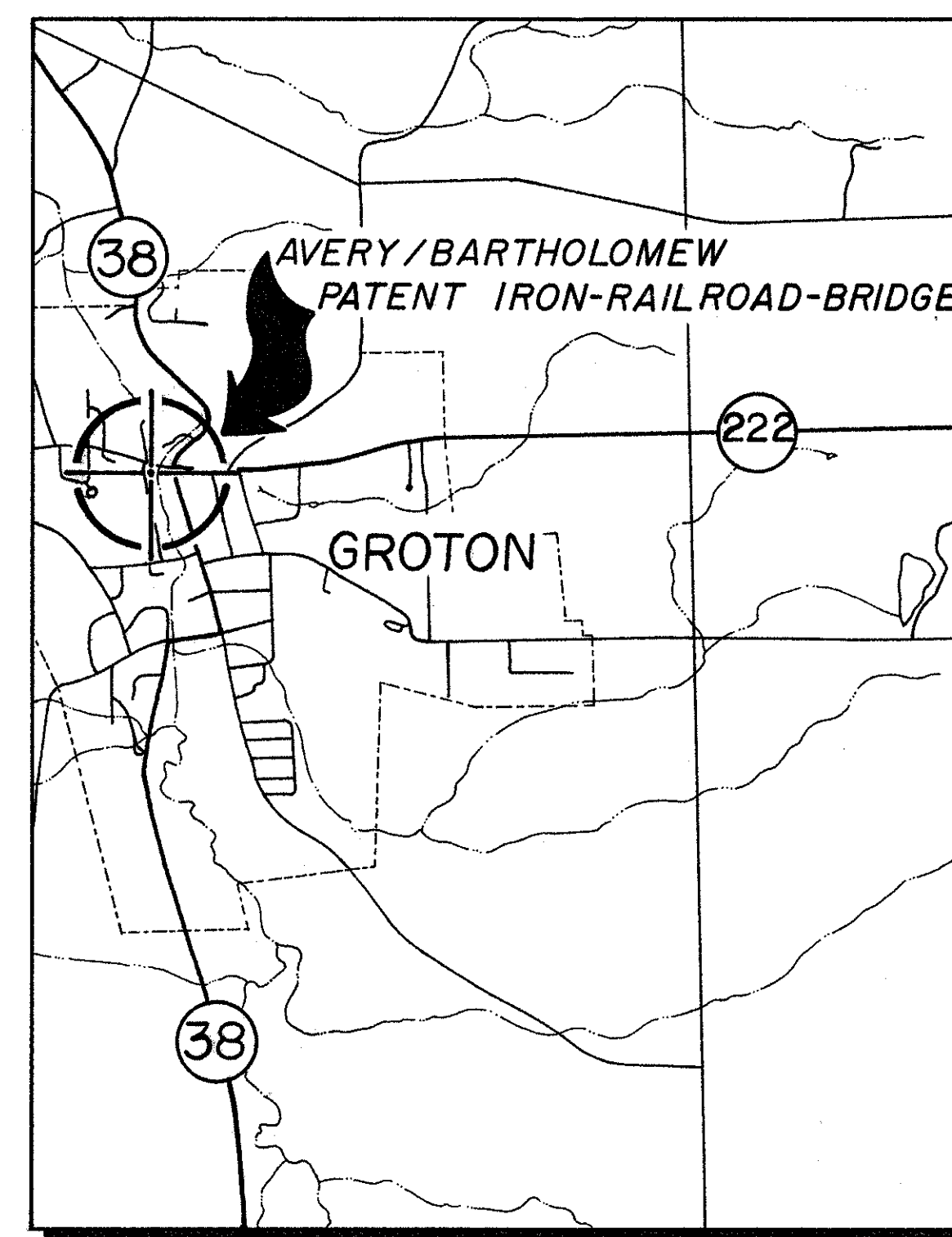
**Elevation**  
Scale: 1/2" = 1'-0"



The feature that distinguishes the Avery/Bartholomew Patent Bridge is its upper and lower chords fashioned out of 5-5/8 inch deep iron railroad rails spliced at mid-span. The upper chord rail is bent at the panel points forming a segmented arch of six panels. It is the only example extant of a bridge based on the patents of Oliver Avery, Jr. and Caleb Bartholomew that launched the Groton Iron Bridge Company, one of the leading fabricators of metal truss bridges in New York State.

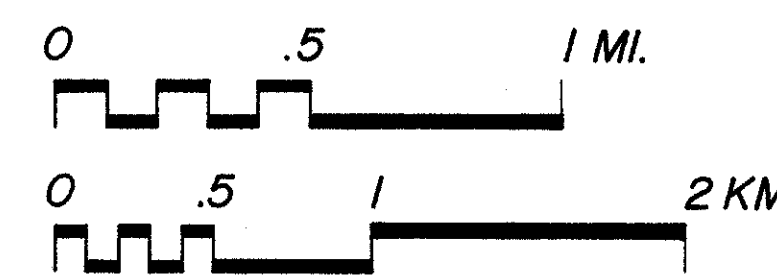
Salvaged in 1981 from active service, it has been reassembled in the Village of Groton as a visual reminder of the vernacular designs that sought a niche in the highway bridge market following the Civil War and, the Groton Iron Bridge Company, a local business enterprise.

This recording project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering, industrial, and maritime sites in the United States. HAER is administered by the National Park Service, US Department of the



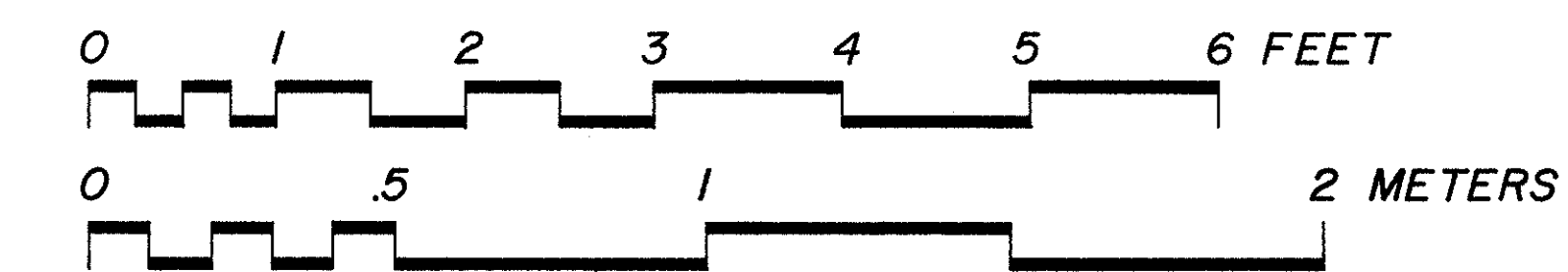
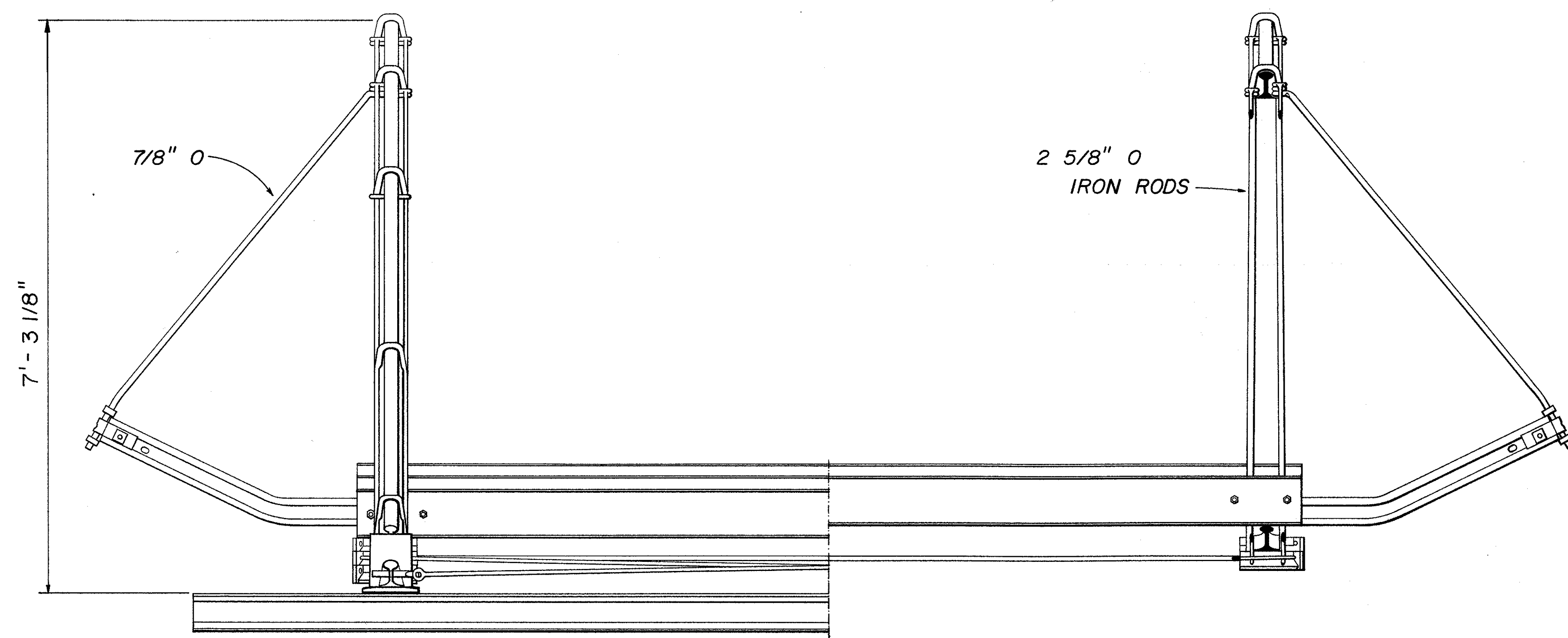
**Location Map**

UTM REFERENCE:  
MAP BASED ON USGS 7.5 MINUTE SERIES, GROTON  
QUADRANGLE, SECOND EDITION - 1978.



Interior. The Cast & Wrought-Iron Bridges (New York) Recording Project was cosponsored by HAER during the summer of 1994 under the general direction of Dr. Robert J. Kapsch, Chief, HASB/HAER, the New York State Department of Transportation, Michael J. Cuddy, assistant commissioner & Chief Engineer, with the assistance of Mary Ivey, Environmental Section, NY DOT; the Office of New York State Parks, Recreation & Historic Preservation, J. Winthrop Aldrich, Deputy Commissioner; and the School of Architecture, Rensselaer Polytechnic Institute, Donald Watson, Dean.

The field work, measured drawings, historical reports, and photographs were prepared under the direction of Eric DeLony, HAER Chief and Project Leader; Karl Bodensiek, field supervisor; Caroline Schwyer, (ICOMOS-France), architect; Wang Bing (ICOMOS-Japan), architect; and William Chamberlin, PE, historian consultant. Large-format photography was done by Jet Lowe, HAER photographer. The project was edited in the Washington Office by Luis Rosario under the direction of Craig Strong HAER Sr Architect.



Half Elevation / Section  
Scale: 1" = 1'-0"

### Table of Members Sections

Scale: 1-1/2" = 1'-0"

- 5/8" Ø Bracing

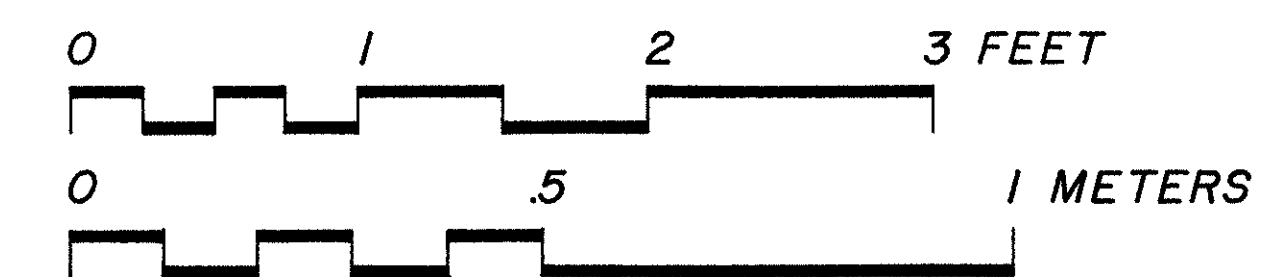
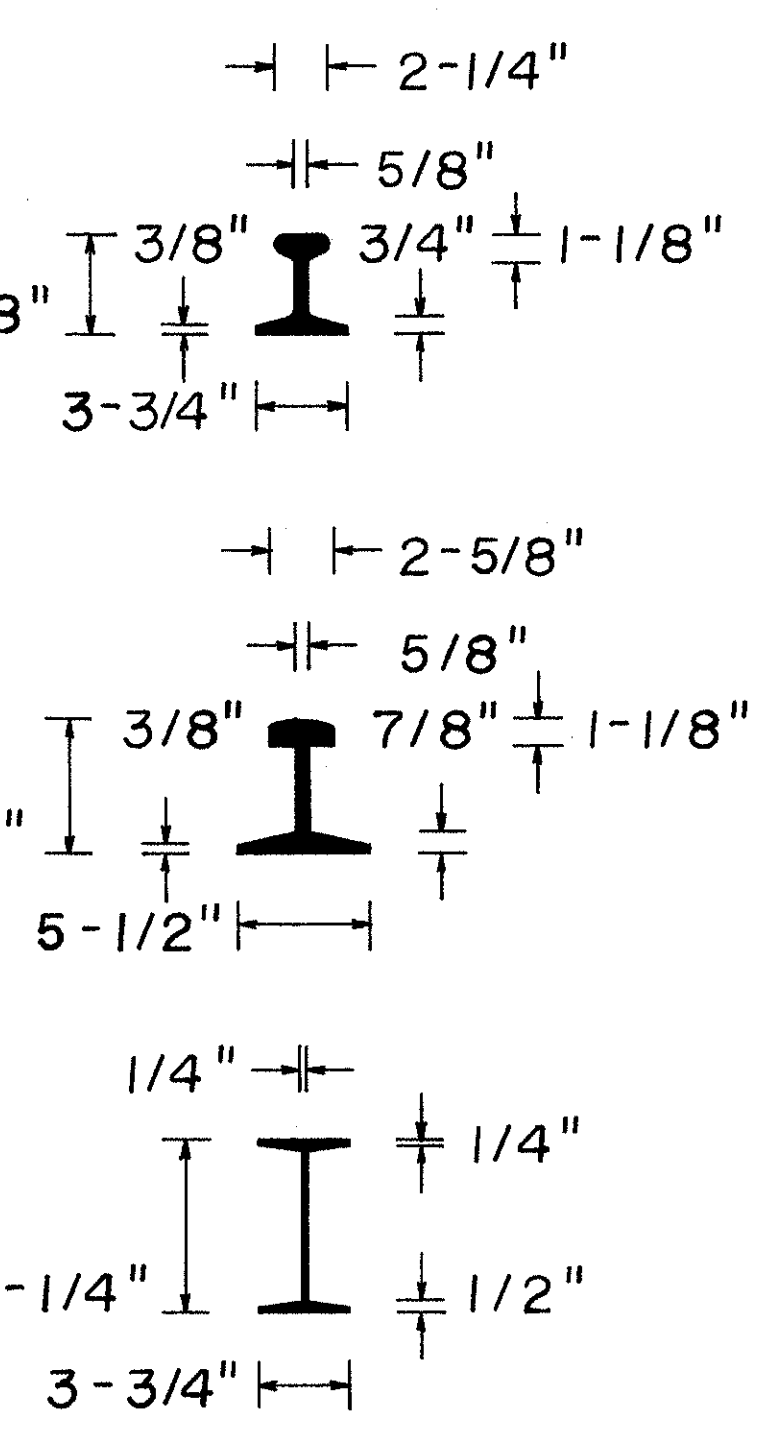
Iron Rails: Upper & Lower Chords

- 7/8" Ø Sway Rods

End Rails

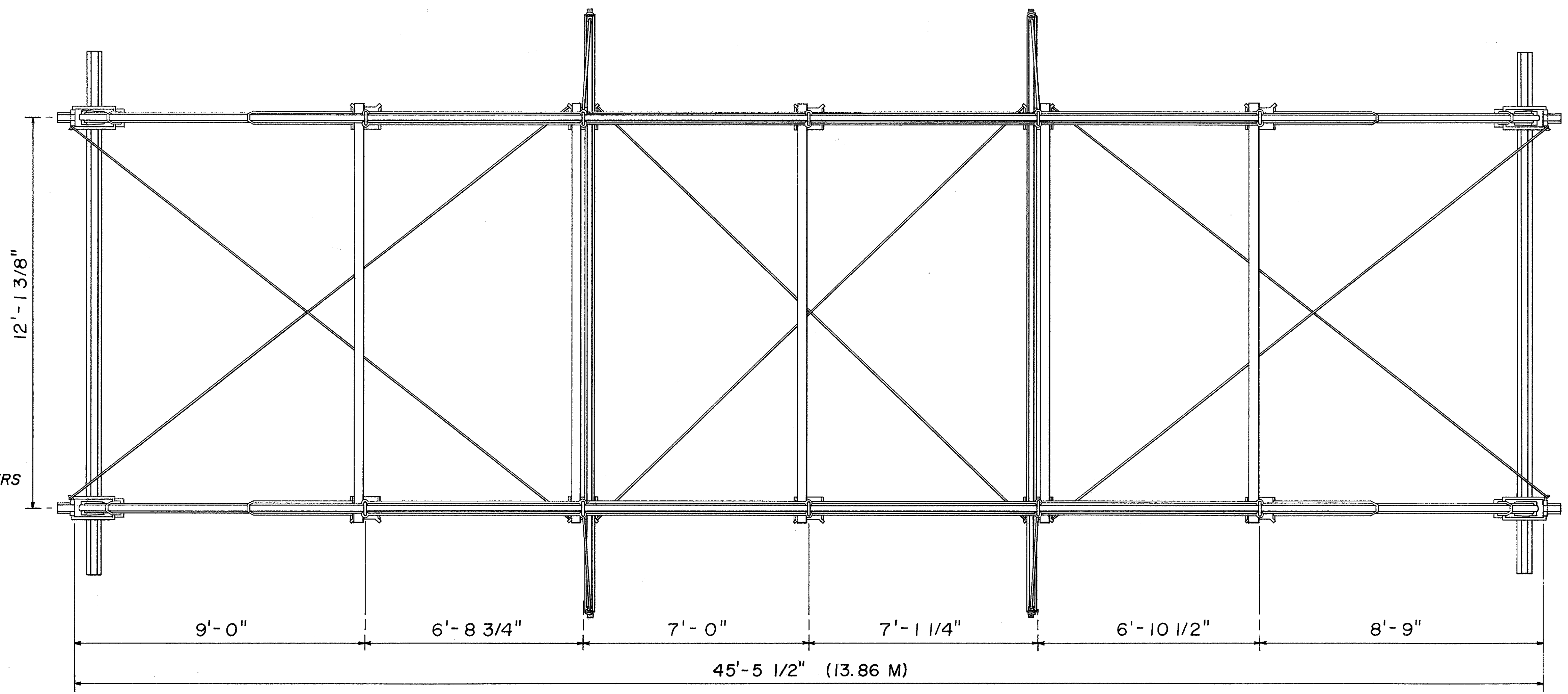
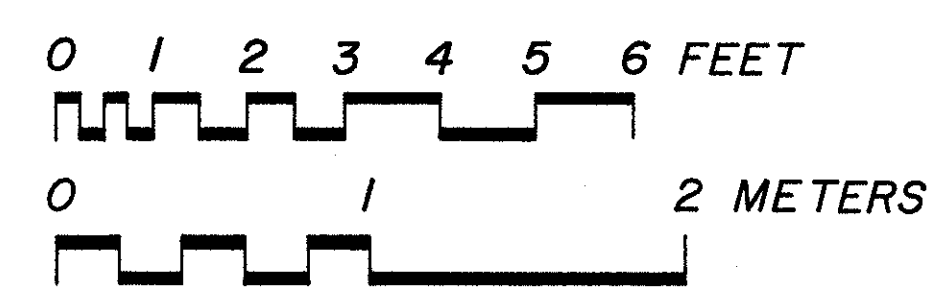
- 1" Ø Hanger Rods

Deck Beams



### Plan

Scale: 1/2" = 1'-0"



DELINEATED BY: Karl N. Bodenstiek, 1994  
CAST & WROUGHT IRON BRIDGES  
RECORDING PROJECT-NEW YORK  
UNITED STATES DEPARTMENT OF THE INTERIOR

AVERY / BARTHOLOMEW PATENT IRON-RAILROAD BRIDGE  
TOWN PARK SOUTH OF RT. 222, WEST OF OWASO INLET,  
TOMPKINS COUNTY

HISTORIC AMERICAN  
ENGINEERING RECORD  
NY-277

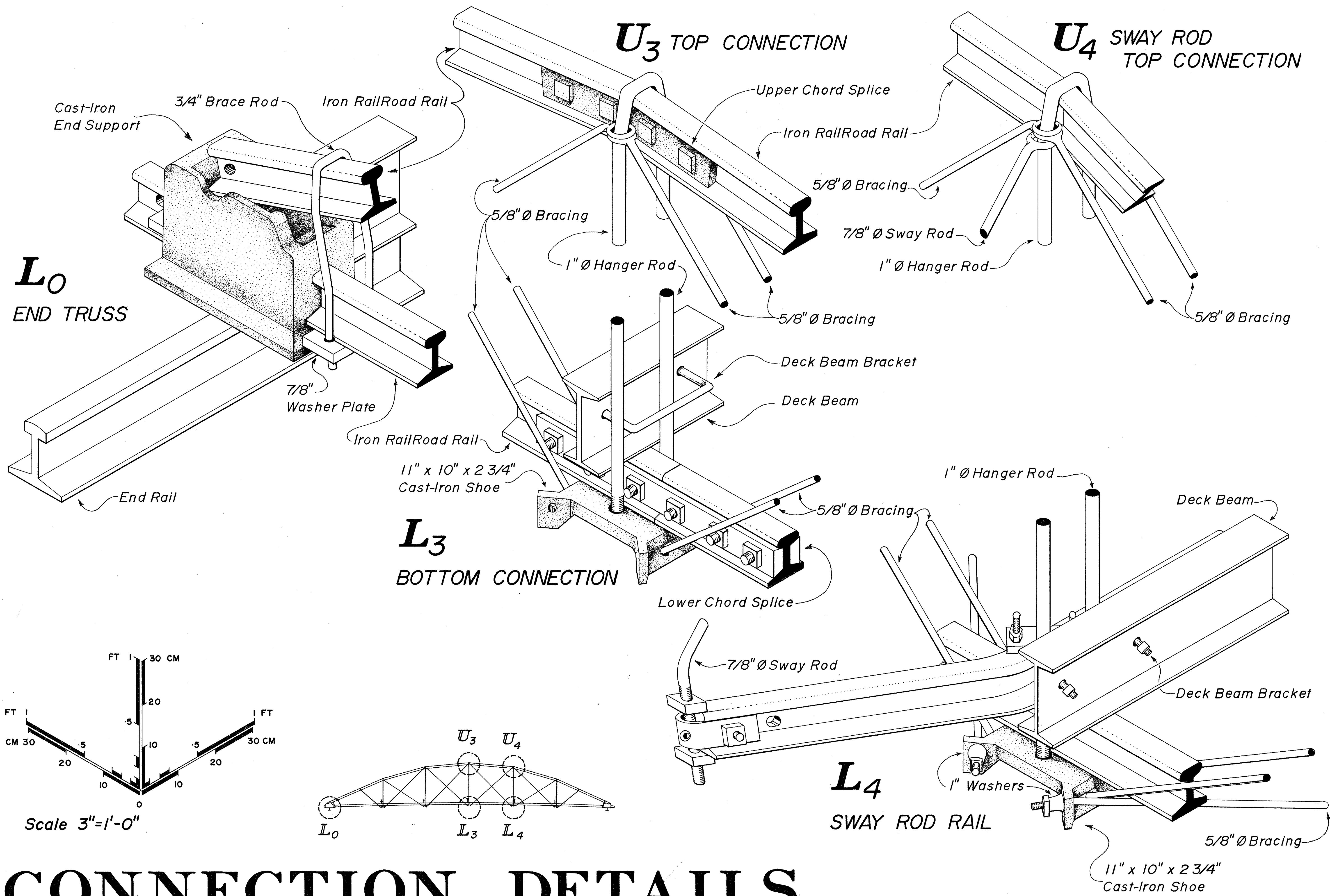
SHEET  
2 OF 3

NEW YORK

GROTON

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING





# CONNECTION DETAILS

DELINEATED BY: **Luis G. Rosario-Liujeras, Summer 1995.**  
 CAST & WROUGHT IRON BRIDGES  
 RECORDING PROJECT-NEW YORK  
 UNITED STATES DEPARTMENT OF THE INTERIOR  
 GROTON  
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 AVERY / BARTHOLOMEW PATENT IRON-RAILROAD BRIDGE  
 TOWN PARK SOUTH OF RT. 222, WEST OF OWASO INLET,  
 TOMPKINS COUNTY  
 NEW YORK  
 SHEET 3 OF 3  
 HISTORIC AMERICAN  
 ENGINEERING RECORD  
 NY-277