

Rough Hollow Bridge

HICK01

GENERAL DATA

structure no.:	026000.7	city/town:	2.8 miles north of Hermitage
county:	Hickory	feature inters.:	Pomme de Terre River
		cadastral grid:	S2, T37N, R22W
		highway route:	County Road 281
		highway distr.:	8
		current owner:	Hickory County

STRUCTURAL DATA

superstructure: wrought iron, 10-panel, pin-connected Pratt through truss, with steel stringer approach spans
substructure: concrete abutments, wingwalls and pier

span number:	1	condition:	fair
span length:	180.0'	alterations:	truss moved to current location, 1932
total length:	257.0'	floor/decking :	timber deck over steel stringers
roadway width:	13.8'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped eyerods at the hip); diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; upper lateral bracing: round rod with turnbuckles; lower lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; portal strut: 4 angles with lacing; floor beam: tapered "fishtail" plate girder, U-bolted to vertical; guardrail: non-original wire rope

HISTORICAL DATA

erection date: 1890-91
erection cost: \$5699.00 (contract amount)
designer: Wrought Iron Bridge Company, Canton OH
fabricator : Wrought Iron Bridge Company, Canton OH;
Carnegie Steel Company, Pittsburgh PA
contractor : Wrought Iron Bridge Company, Canton OH
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 026000.7; Hickory County Court Record, Book H: page 302 (9 May 1890), page 325 (21 June 1890), page 382 (31 December 1890), page 408 (6 May 1891); Book I: page 317 (7 August 1895); Book P: page 331 (November 1923), page 358 (5 February 1924), page 392 (5 May 1924), page 401 (7 May 1924), page 453 (7 August 1924), page 623 (7 September 1925); Book Q: page 437 (10 August 1928), page 445 (4 September 1928); Book R: page 361 (4 November 1931), page 376 (30 December 1931), page 480 (4 May 1932), page 520 (3 September 1932) - located at Hickory County Courthouse, Hermitage MO; field inspection by Clayton Fraser, 29 January 1990.

Rough Hollow Bridge

sign. rating: 50
evaluation: NRHP possibly eligible (excellent early wagon truss; Hickory County's most significant bridge)

inventoried by: Clayton B. Fraser 28 February 1990

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
 Rough Hollow Bridge
 MHTD: 026000.7

HICK01

DATE(S) OF CONSTRUCTION
 1890-91

LOCATION

County Road 281 over Pomme de Terre River; S2, T37N, R22W
 2.8 miles north of Hermitage; Hickory County, Missouri

USE (ORIGINAL / CURRENT)
 roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 50)

CONDITION
 fair

OWNER
 Hickory County

span number: 1
 span length: 180.0'
 total length: 257.0'
 roadway wdt.: 13.8'

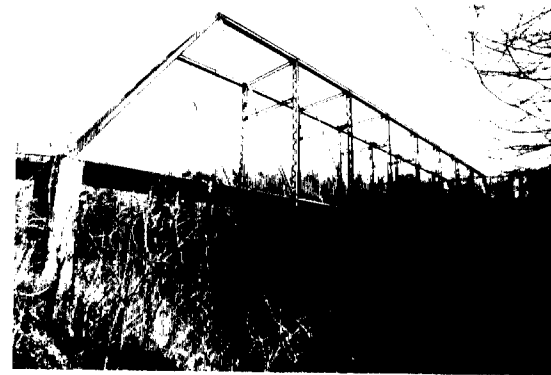
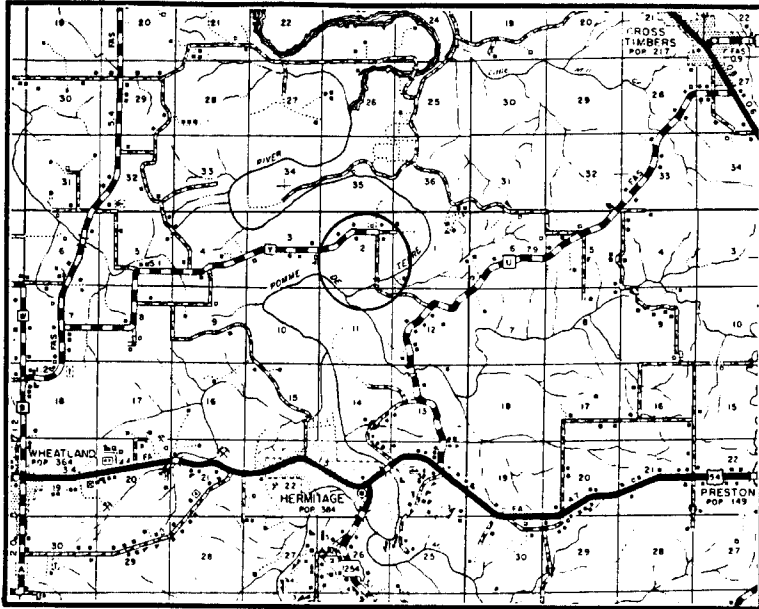
superstructure: wrought iron, 10-panel, pin-connected Pratt through truss, with steel stringer approach spans
 substructure: concrete abutments, wingwalls and pier
 floor/decking: timber deck over steel stringers
 other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped eyerods at the hip); diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; upper lateral bracing: round rod with turnbuckles; lower lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; portal strut: 4 angles with lacing; floor beam: tapered "fishtail" plate girder, U-bolted to vertical; guardrail: non-original wire rope

On May 9, 1890, the Hickory County Court ordered the county surveyor to measure for an iron bridge across the Pomme de Terre River near Hermitage, the county seat. The surveyor was instructed to investigate two crossings—one east of town, the other south—"and ascertain as near as practicable the cost of construction thereof at both places." The court selected the ford east of Hermitage to erect the bridge and in June awarded a contract for its fabrication and erection to the Wrought Iron Bridge Company. WIBCo machine-riveted the pin-connected components for the 180-foot Pratt truss at its Canton, Ohio, shops, shipping the pieces to the railroad depot at Hermitage by the end of the year. By May 18791 the Hermitage Bridge was completed and opened to wagon traffic. Known alternately as the East Iron Bridge, for years this was the county's only such structure and was often referred to simply as "the iron bridge." The structure carried mainline traffic at the center of Hickory County for over 30 years, as the county road was eventually upgraded to State Highway 64, and later to U.S. Highway 54. With its 14-foot width, the East Iron Bridge eventually began to form a bottleneck to traffic into the county seat. In 1923 the state highway department replaced it with a wider, heavier truss. The old span was allowed to stand unused while factions in the county argued about its disposition. Finally, in August 1928 the Hermitage Special Road District Commissioner advised the court that the bridge could be torn down and reused elsewhere as the court saw fit. Three years later, on December 30, 1931, a contract was let to local contractor C.C. Brookshire to move the structure to the Rough Hollow Ford across the Pomme de Terre north of Hermitage. Brookshire disassembled the span and re-erected it on a new concrete substructure the next year. Soon known as the Rough Hollow Ford Bridge, the structure has served in that location, with no further alteration, since that time.

Like virtually all of Missouri's counties, Hickory County followed a definite progression in its bridge construction in the 19th century, responding to evolving transportation needs and to technological development in the bridge building industry. The first simple spans, built as the county was undergoing its initial settlement, were rudimentary timber structures: cheap and easy to build but lacking in durability and limited in span length. With greater revenues from increased settlement, the county could undertake longer timber trusses in the 1870s and 1880s. Beginning with the Hermitage Bridge in 1890, the timber spans were superseded by all-metal trusses. This last transition came slowly in Hickory County, however, due to the region's relative poverty. So while counties elsewhere in Missouri were undertaking ambitious bridge construction programs in the 1890s, Hickory County could afford but one major span at the county seat. Though later moved to another crossing of the Pomme de Terre, this structure is historically significant as the lone surviving all-iron wagon bridge in the county from its formative period. With its 1890-91 construction date and 180-foot span, the Rough Hollow Bridge is among Missouri's more noteworthy 19th century wagon trusses: an important transportation-related resource.

NAME(S) OF STRUCTURE
Rough Hollow Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT
GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 026000.7; Hickory County Court Record, Book H: page 302 (9 May 1890), page 325 (21 June 1890), page 382 (31 December 1890), page 408 (6 May 1891); Book I: page 317 (7 August 1895); Book P: page 331 (November 1923), page 358 (5 February 1924), page 392 (5 May 1924), page 401 (7 May 1924), page 453 (7 August 1924), page 623 (7 September 1925); Book Q: page 437 (10 August 1928), page 445 (4 September 1928); Book R: page 361 (4 November 1931), page 376 (30 December 1931), page 480 (4 May 1932), page 520 (3 September 1932) - located at Hickory County Courthouse, Hermitage MO; field inspection by Clayton Fraser, 29 January 1990.

INVENTORIED BY
Michelle Crow-Dolby

AFFILIATION
Fraserdesign, Loveland CO

DATE
12 May 1992