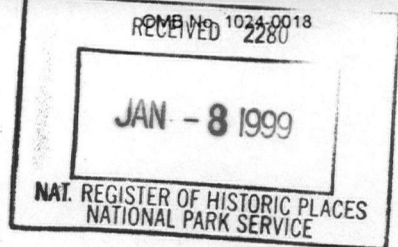


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name DEY ROAD BRIDGE

other names/site number Structural File No. 2033739

2. Location

street & number .35 miles east U.S. 24

☒ not for
publication

city or town Defiance

2039

☒ vicinity

state Ohio

code OH

county Defiance

zip code 43512

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒
meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐
statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Barbara Patten, Dept. Head
Planning, Inventory & Registration 12-18-98
Signature of certifying official Date

Ohio Historic Preservation Office -- OH SHPO
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional
comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- ☒ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the
National Register
☐ See continuation sheet.
☐ determined not eligible for the
National Register
☐ removed from the National Register
☐ other (explain): _____

Signature of Keeper

Date of Action

Edson H. Beall

2-5-99

DEY ROAD BRIDGE
Property Name

DEFIANCE, OH
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related/bridge

Current Functions

(Enter categories from instructions)

Not in use

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Pratt through truss

Materials

(Enter categories from instructions)

Foundation concrete

walls N/A

roof N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7 Page 1

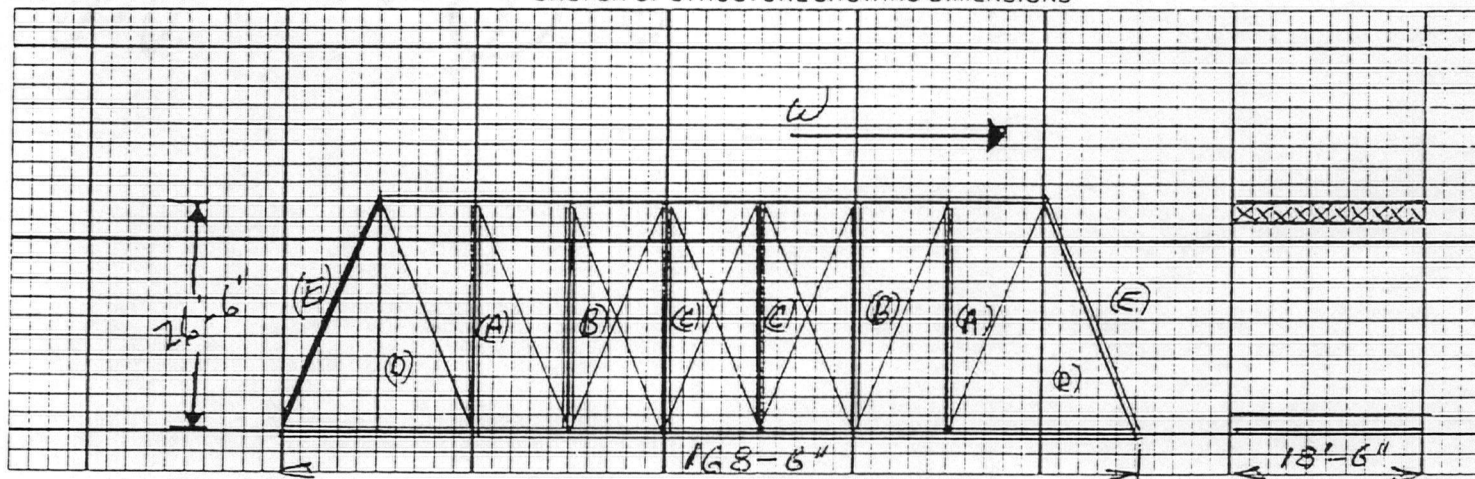
Dey Road Bridge Defiance County, OH

Description

The Dey Road Bridge is located in a rural setting one mile northwest of Defiance, the county seat of Defiance County. It is located on its original site over the Tiffin River, although since 1995 the bridge has been closed to vehicular traffic (Photos #1 and #2). A new concrete deck span was recently built south of the Dey Road Bridge.

Set on concrete abutments, the Dey Road Bridge is an intact, well preserved example of a Pratt through truss steel bridge. The single span extends 170 feet and is 16 feet wide. A decorative manufacturer's plate adorns the top of the west portal (Photo #5). The top chords and end posts are composed of two channels, a top plate and lacing while the verticals have two channels with lacing. The bottom chords and diagonal tension members are flat eye bars (Photo #3). Like many bridges built during this time, it is pin-connected (Photo #4). Changes to the bridge are minimal. The bridge was rehabilitated in 1996 using FHWA Enhancement Program funds by removal of the existing corrugated metal deck, the asphalt weaving surface, and the steel stringers. The stringers were replaced, the bridge was painted and a new timber deck and floor joists installed.

SKETCH OF STRUCTURE SHOWING DIMENSIONS



SECTION OF TRUSS MEMBERS

END POSTS	(E) 2 - 10 1/4" x 2 5/8" SPACED 10 1/2" W/ 3/4" x 16" PLATE
TOP CHORDS	SAME
BOTTOM CHORDS	7/8" x 3" END TWO PANELS 2EA, OTHERS 4EA
INTERMEDIATE POSTS	(A) 2 - 2 1/4" x 8" E SPACED 10 1/2" (B) 2 - 2" x 8" E SPACED 10 1/2"
DIAGONALS	(C) 2 - 2 x 6" E SPACED 10 1/2" L LENGTH 26'-6"
HIP VERTICALS	(D) 2 - 5/8" x 1 3/4"
PINS	2 1/2" DIA.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☐ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS) N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1906-1948

Significant Dates

1906

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Toledo-Massillon Bridge Company

- ☐ recorded by Historic American Engineering Record

Primary location of additional data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property Less than one

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1.	16	718920	4574070	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Gaylon L. Davis, P.E., P.S., and Steve Gordon, OHPO
organization Defiance Office ^{County Engineer's} state OH date October, 1998
street & number 500 Second Street telephone 419-782-4751
city or town Defiance state OH zip code 43512

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white** photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Defiance County Engineer
street & number 500 Second Street telephone _____
city or town Defiance state OH zip code 43512

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 8 Page 2

Dey Road Bridge Defiance County, OH

Built in 1906 and still located on its original site, the Dey Road Bridge is significant under Criterion C as a well preserved representation of a Pratt through truss in Ohio and also as a rare surviving work of the Toledo-Massillon Bridge Company, a firm that was in operation only from 1905-1909. Only one other bridge made by this firm is believed to be still extant in Ohio; since 1986 two other surviving Toledo-Massillon bridges have been replaced.

The Pratt truss was developed in the 1840s by Thomas and Caleb Pratt as a predominately wooden railroad bridge. While it was extremely efficient, the practicality of making diagonal connections on a horizontal wooden member precluded its widespread use until the last quarter of the nineteenth century when advances in iron and steel manufacturing made metal the preferred bridging material. With its heavy vertical members and slender diagonals, the Pratt truss achieved a record of reliability and economy. In addition, the repeated patterns found in the component parts of late-19th-century metal truss bridges reduced costs through standardization. "The use of standardized parts and pin connections that allowed rapid field erection enabled American engineers, and their bridge companies like Toledo-Massillon, to carve out a very important niche in the short-span highway bridge market. The work was so extensive and influential that an international identity was established for American pin-connected bridges" (Simmons, November 1998).

In June, 1906 the Defiance County Commissioners passed a resolution to replace the old wagon bridge over the Tiffin River with an iron bridge with new abutments and approaches. After bids were received for the concrete abutment the job was awarded to Schneider Brothers for \$5.65 cubic yard. Contract for the 170-foot bridge span was awarded to the Toledo-Massillon Bridge Co. of Toledo, Ohio, for the amount of \$3,967.50. David Simmons has noted the Massillon Bridge Company and its successor, the Toledo-Massillon Bridge Company, was one of the major bridge building operations during the late 19th and early 20th centuries. The Massillon Bridge Co. was established in 1869 by Joseph Davenport, a Massillon, Ohio, inventor. During the 1870s Toledo's Smith Bridge Co. began a long association with the Massillon operation until 1905 when it was re-named the Toledo-Massillon Bridge Co. In 1909, the firm was re-capitalized as the Massillon Bridge and Structural Company, which during World War I manufactured structural steel for U.S. freight boats. The Great Depression forced liquidation of the company in 1933 when it became a part of the Ft. Pitt Bridge Works of Pittsburgh. After manufacturing bridges for 74 years, the Massillon plant ceased production in 1943.

As part of the 1983 *Ohio Historic Bridge Inventory, Evaluation, and Preservation Plan*, 168 bridges across Ohio were "selected" from the 39 categories used to score 4,000 bridges maintained by the ODOT. An additional 184 bridges, including the Dey Road Bridge, were classified as "Reserve Pool" Bridges, a category given those spans that scored highly but just below "Selected" bridge status.

In 1985 the Dey Road Bridge was upgraded from the Reserve Pool to Selected status to replace another "Selected" Pratt through truss that had been removed. As a result, the Dey Road Bridge was featured in the *Second Ohio Historic Bridge Inventory, Evaluation and Preservation Plan* published in 1990 (attached).

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9, 10 Page 3

**Dey Road Bridge
Defiance County, OH**

Verbal Boundary Description

The nominated property includes only the bridge of which measures 170 feet by 16 feet. The bridge is located .35 miles east of U.S. 24 and crosses over the Tiffin River in Noble Township, Defiance county, Ohio.

Boundary Justification

The boundary is that of the external dimensions of the bridge structure only.

Bibliography

Blue, Herbert, T.O. *History of Stark County, Ohio*. Chicago: S.J. Clarke Publishing Co., 1928.

Heald, Edward T. *The Stark County Story Vol I.*, Canton: The Stark County Historical Society, 1949.

Ohio Department of Transportation: *The Ohio Historic Bridge Inventory, Evaluation and Preservation Plan*. Columbus: ODOT, 1983.

Ohio Department of Transportation. *The Second Ohio Historic Bridge Inventory, Evaluation and Preservation Plan*. Columbus: ODOT, 1990.

Scribner, Harvey, ed. *Memoirs of Lucas County and the City of Toledo*. Vol. 1., Madison, WI: Western Historical Association. 1910.

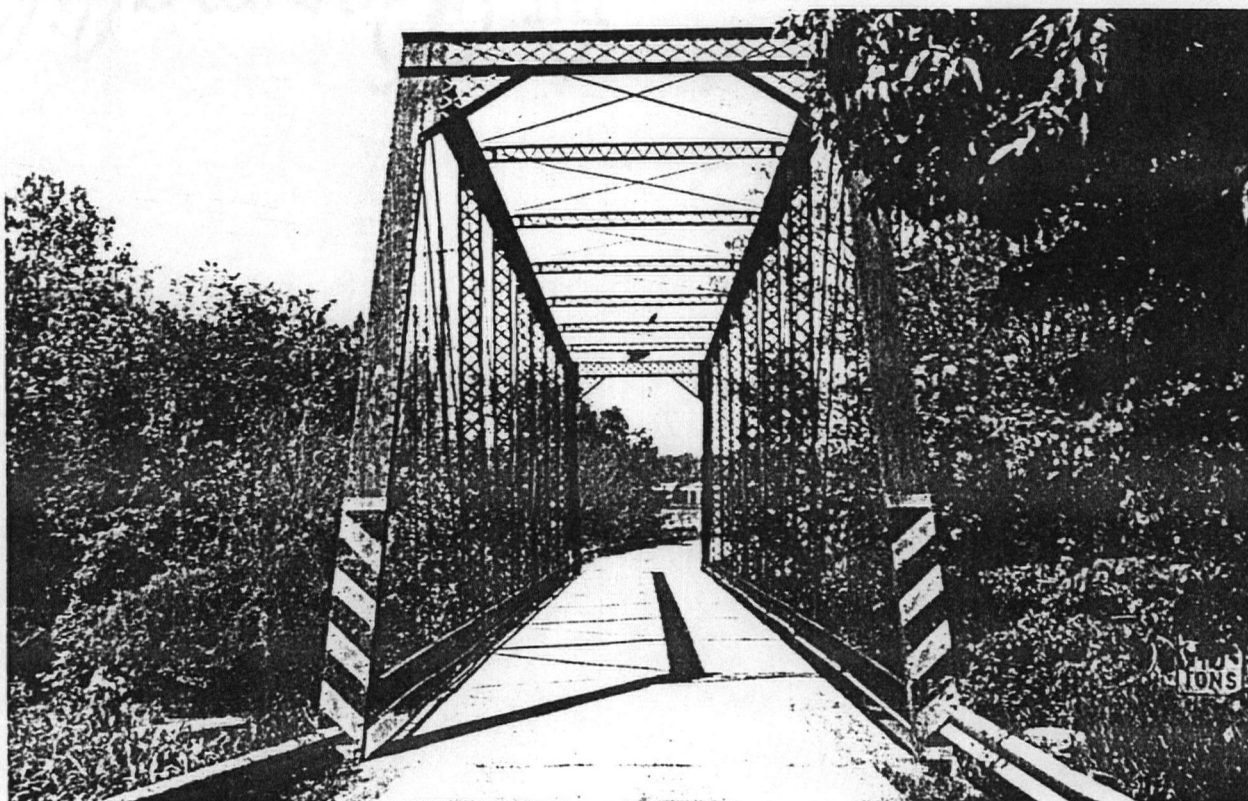
Simmons, David. "Logan County Bridge Offers Window to the Past." *Ohio County Engineers News* (Summer 1991).

Simmons, David. "Ohio Bridges from 1850 to 1950: Reflections of Society". *The Old Northwest*. Vol. 12 (Spring, 1986).

Simmons, David, *Personal Communication*. November, 1998.

NW of Defiance, Defiance County
County Route 42
Crosses Tiffin River
UTM Coordinates-16/718900/4564070

Pratt through truss
Builder: Toledo Massillon
Bridge Company
Constructed: 1906
Structure File No. 2033739



The Pratt through truss has diagonals in tension and its verticals in compression, except for the hip verticals adjacent to the inclined end posts. It was the most popular through truss built on highways in the late 19th and early 20th centuries. This one span bridge extends 170 feet and is 16 feet wide. It is set on concrete abutments. The top chords and end posts are composed of two channels, a top plate and

lacing while the posts have two channels with lacing. Like many of the bridges built during this time, it has pin-connections. This Pratt through truss was upgraded to the Selected category because of the loss of the Pickaway County bridge built in 1887 by the Motherwell Iron and Steel Bridge Company (Structure File No. 6531342).

SOURCE: The Second Ohio Historic Bridge Inventory, Evaluation and Preservation Plan. Columbus: ODOT, 1990.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Dey Road Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: OHIO, Defiance

DATE RECEIVED: 1/08/99 DATE OF PENDING LIST: 1/20/99
DATE OF 16TH DAY: 2/05/99 DATE OF 45TH DAY: 2/22/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000095

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 2.5.99 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



1. **DEY ROAD BRIDGE**
2. DEFIANCE CO., OH
3. GAYLON L. DAVIS
4. MARCH, 1998
5. DEFIANCE COUNTY ENGINEER'S OFFICE

Kodak
PREMIUM
Processing
MAR. 1998 CGK

Kodak
PREMIUM
Processing
MAR. 1998 CGK

6. EAST & SOUTH SIDES OF BRIDGE
LOOKING WEST
7. PHOTO #1



1. DEY ROAD BRIDGE
2. DEFIANCE CO., OH
3. GAYLON L. DAVIS
4. MARCH, 1998
5. DEFIANCE CO. ENGINEER'S OFFICE
6. WEST & SOUTH SIDES OF BRIDGE
LOOKING EAST
7. PHOTO #2



1. DEY ROAD BRIDGE

2. DEFIANCE CO., OH

3. GAYLON L. DAVIS

4. MARCH, 1998

5. DEFIANCE CO. ENGINEERS OFFICE

6. BOTTOM CHORDS & DIAGONALS

7. PHOTO #3



1. DEY ROAD BRIDGE

2. DEFIANCE CO., OH

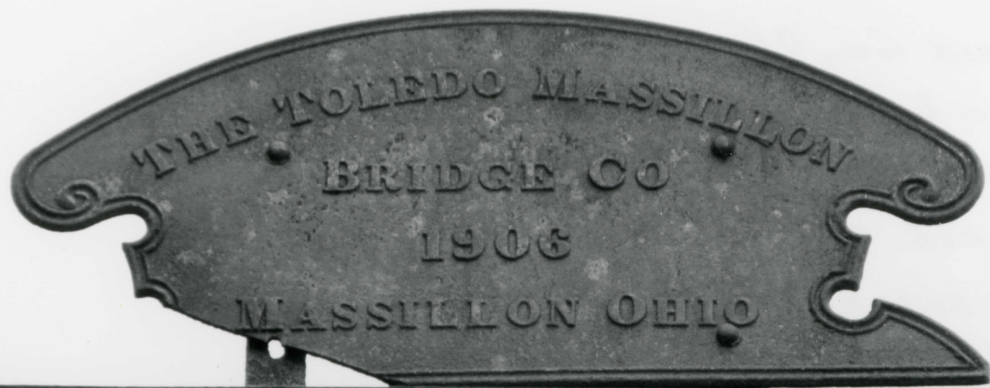
3. GAYLON L. DAVIS

4. AUGUST, 1998

5. DEFIANCE CO. ENGINEERS OFFICE

6. EYEBARS & PIN CONNECTIONS

7. PHOTO # 4



1. DEY ROAD BRIDGE

2. DEFIANCE CO., OH

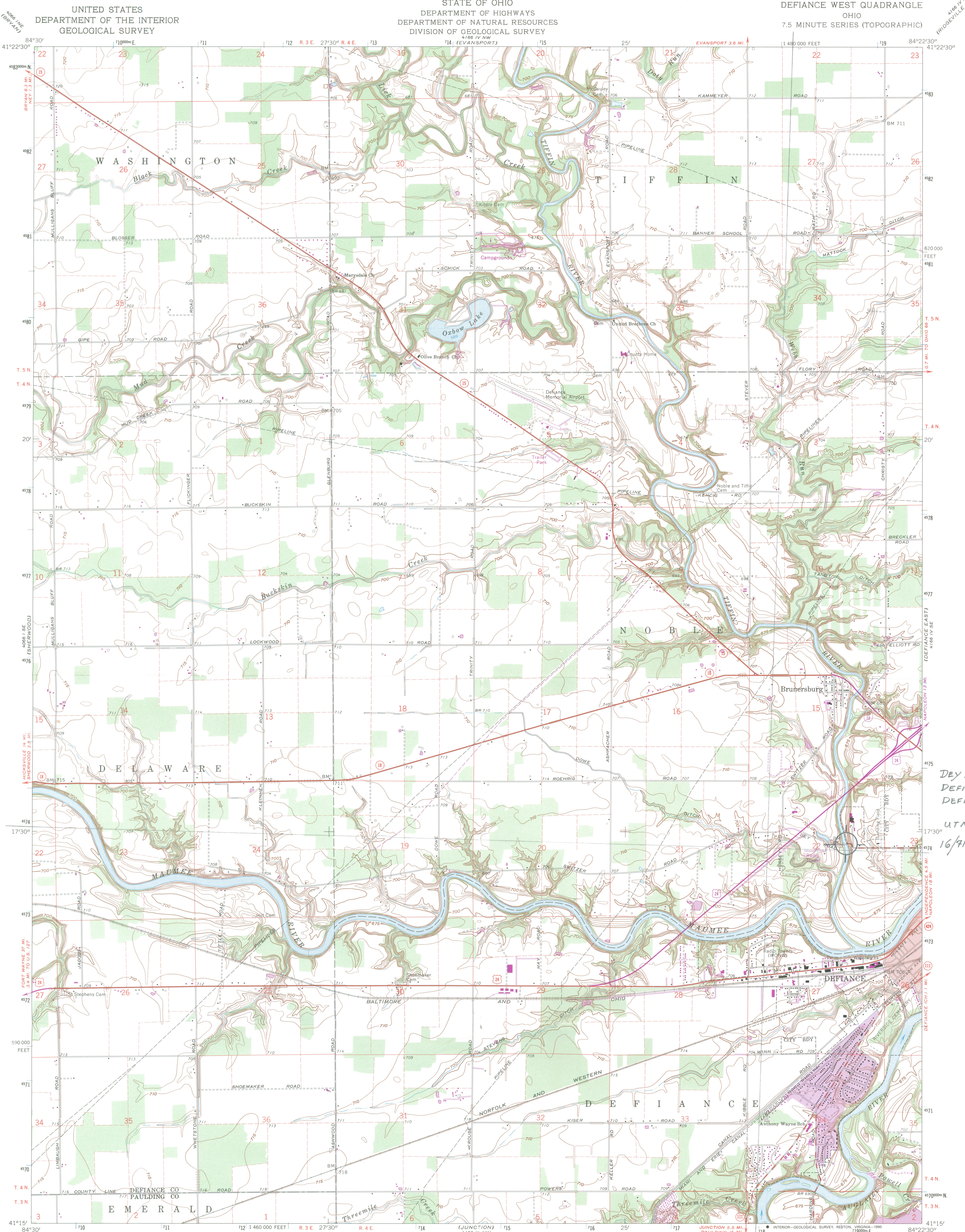
3. GAYLON L. DAVIS

4. AUGUST, 1998

5. DEFIANCE CO. ENGINEERS OFFICE

6. MANUFACTURER'S PLATE

7. PHOTO #5



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF GEOLOGICAL SURVEY

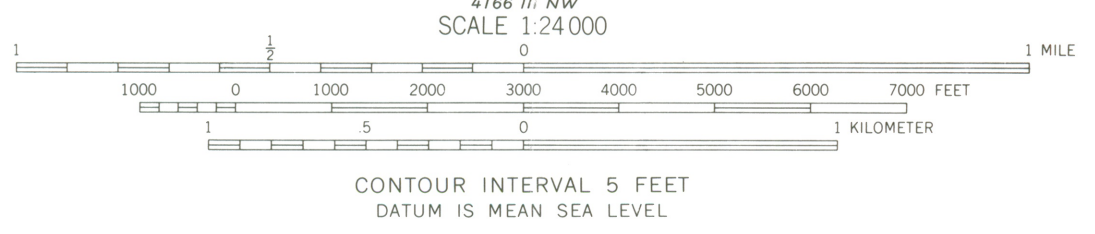
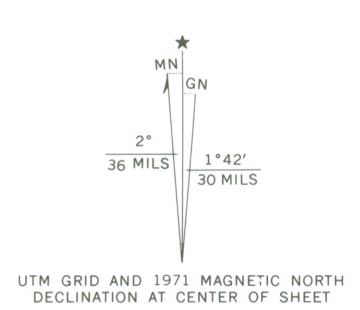
DEFIANCE WEST QUADRANGLE
OHIO
7.5 MINUTE SERIES (TOPOGRAPHIC)

1/8 IN. = 1 MI.
(ROOSEVELT CORNERS)

DEY ROAD BRIDGE
DEFIANCE VIC.,
DEFIANCE CO. OH

UTM REFERENCES
16/718920/4574070

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Culture and drainage in part compiled from aerial photographs
taken 1959. Topography by planetable surveys 1959-1960
Polyconic projection. 1927 North American datum
10,000-foot grid based on Ohio coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue
Red tint indicates area in which only landmark buildings are shown
Entire area lies within Congress Lands
Land lines based on the First Principal Meridian
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Map photoinspected 1977
No major culture or drainage changes observed



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U.S. Route —○— State Route —○—

DEFIANCE WEST, OHIO

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with
State of Ohio agencies from aerial photographs taken
1971. This information not field checked
Purple tint indicates extension of urban areas

N4115-W8422.5/7.5
PHOTOINSPECTED 1977
1960
PHOTOREVISED 1971
AMS 4166 IV SW-SERIES V852