

Shiloh Bridge

(Centre Wellington Bridge 3-E)



Photograph by Melissa Davies, 2012

General Information	Physical Details
Bridge No. CW21	Type: Concrete Bowstring Arch
Ownership: Township of Centre Wellington	Span: Single
Construction Date: 1919	Dimensions: 14.5m x 5.8m (LxW)
Water Crossing: Speed River	Materials: Reinforced Concrete



Evaluation Form		Check
Design/Physical Value		
I. Is a rare, unique, representative or early example of a style, type, expression, material or construction method		✓
II. Displays a high degree of craftsmanship or artistic merit		
III. Demonstrates a high degree of technical or scientific achievement		
Historic/Associative Value		
I. Has direct association with a theme, event, belief, person, activity, organization, or institution that is significant to the community		✓
II. Yields, or has the potential to yield, information that contributes to an understanding of the community or culture		
III. Demonstrates or reflects the work or ideas of an architect, artist, engineer, builder, designer or theorist who is significant to a community		
Contextual Value		
I. Is important in defining, maintaining or supporting the character of an area		✓
II. Is physically, functionally, visually or historically linked to its surroundings		
III. Is a landmark		✓

General Description

The Shiloh Bridge spans the Speed River on Sixth Line between Side Road 30 and Wellington Road 22 in the Township of Centre Wellington, and serves as a gateway across the watercourse in Eramosa. Constructed in 1919 by Charles Mattaini, it replaced a previous wooden bridge. The Shiloh Bridge is among the earliest bowstring arch bridges in the Township of Centre Wellington and reflects the existence of relatively well-organized public administrative bodies. The bridge's bowstring design was popular from approximately 1915 to 1930 as it required minimal material, was simple to install, represented newer construction materials and could easily accommodate vehicular traffic.

While of a basic type, there is considerable variety among all the bowstring truss structures in Wellington County. The Shiloh Bridge, because it arches across a narrow portion of the Speed River, is not as tall and steep as others in its group. It has a length of 14.5 meters, with one span and five stringers. One-and-a-half lanes cross the structure, which is a unique characteristic of this group of bridges. The bridge has chamfered balustrades with decorative circles pressed into the concrete on each side of the arch.

The Shiloh Bridge is a prominent landmark in the Township of Centre Wellington (former Eramosa Township) as it is one of very few surviving concrete bowstring trusses in Wellington County. Although this bridge type is found across Ontario, the Township of Centre Wellington has been noted for its especially large collection. The Shiloh Bridge was originally constructed as a group of many concrete bowstring trusses in the County that were erected in the same time period and designed in a similar style. This group of bridges represented the upgrading of the transportation networks that occurred in Ontario after World War I to accommodate an increased number and weight of newer automobiles. The group included the Gibson Bridge, Hogan's Bridge, Cox Creek Bridge, Stirton Bridge, Cheese Factory Bridge and McDougall's Bridge. Due to structural concerns and subsequent replacement, only the Shiloh and Gibson Bridges remain from this group of Wellington County bowstring trusses.

Source: Heritage Resources Centre, *Shiloh Bridge Designation File*, 2009

