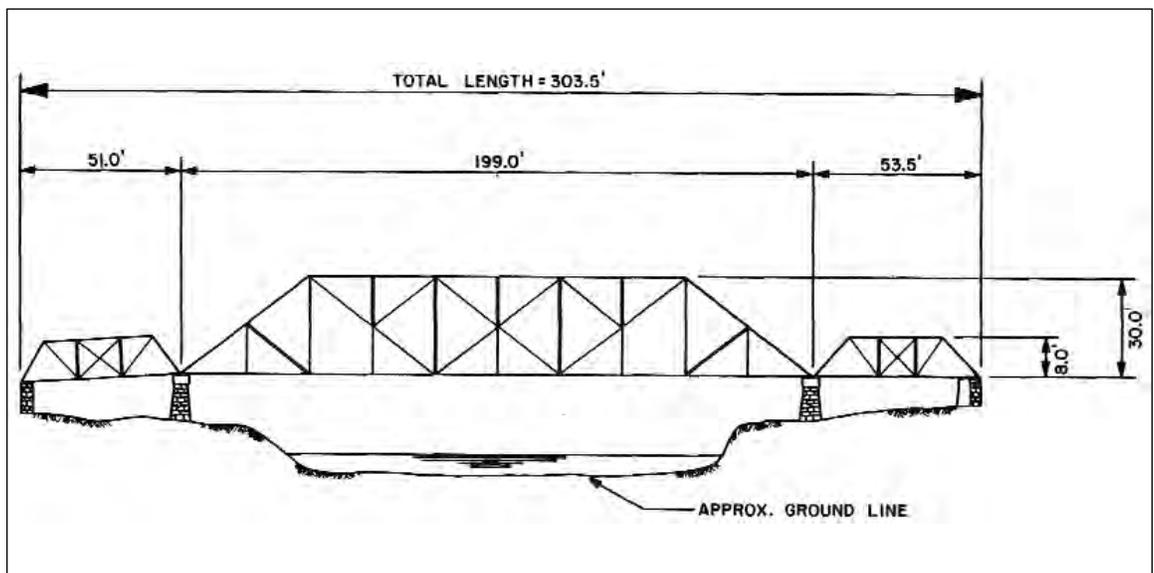


unique aesthetic appearance. On the top a single I bar connects the towers and below it is a single arched member. The spandrel area formed by these two members contains circular plates. Each plate contains the date 1891 and the names of the bridge committee and the phrase "E. C. Lewis Engineer and Contractor." Two arched members are located below the deck. The cables do not loop over the towers as is common with traditional suspension bridges but instead connect at the top. From the top of the tower, a single eyerod extends diagonally toward the deck. At about midpoint it joins (with a pinned connection) two eyebars that extend to the deck where they have pinned connections. With its floor beams and lateral bracing system, the deck is very similar to truss bridges.

In 1978 the Historic American Engineering Record identified this bridge as possibly the only nineteenth century, fixed cable stayed bridge in the United States (Griffin 1978).

The old roadbed with this bridge is located within a farm, and although deteriorated, remains intact.

(#23) 52-A0494-00.22: Hobbs Bridge spanning the Elk River southwest of Fayetteville near Coldwater in Lincoln County (Taft Quad, 73 SW).





Significant under Criterion C as rare Baltimore Petit truss.

Local citizens lobbied intensely for this bridge and in January 1891 the Lincoln County Court, in a close vote, approved up to \$8,000 for a bridge at this site. The county court appointed a committee composed of William Sugg, Pleasant Hobbs, and W. H. (or H.W.) Sheffield and gave it the authority to receive bids and to let the contract. The bridge was completed that year at a cost of \$7,329, and the county paid each member of the committee \$50 in January 1892 (Carver 1986c; Lincoln County Court Minutes Book 1888 1890:155; Book 1890 1892:140, 143 144, 544 546).

The 304 foot Hobbs Bridge contains a pin-connected Baltimore Petit through truss and two pin-connected Pratt half-hip pony trusses. The bridge has a curb-to-curb width of 11.8 feet and an out-to-out width of 12.6 feet. The minimum vertical clearance is 14.0 feet. Compositions of the members vary. The top chords and end posts are channels with lacing. The verticals are small channels with lacing, except the hip verticals and the half verticals from the mid-point to the bottom chord that are paired rectilinear eyerods. The diagonals and bottom chords are paired rectilinear eyebars. The bottom floor beams are "V" or chevron shaped, a feature common in early bridges but one that builders seem to have only occasionally used by the 1890s. At an unknown date, the county repaired the masonry substructure with concrete.

The Tennessee Department of Transportation, in cooperation with Lincoln County and the Federal Highway Administration, built a new bridge nearby in 1987 and closed the Hobbs Bridge to vehicular traffic. Due to liability and hydraulic concerns, the county removed the pony trusses but left the Baltimore Petit truss to stand as a historic ruin.