

Hobbs Bridge
Spanning Elk River on Curtis Road (A494)
Coldwater vicinity
Lincoln County
Tennessee

HAER No. TN-23

HAER
TENN,
52-COWAY,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
Southeast Region
National Park Service
U. S. Department of the Interior
Atlanta, Georgia 30303

HISTORIC AMERICAN ENGINEERING RECORD

HAER
TENN,
SA-COWAY,
1-

Hobbs Bridge

HAER No. TN-23

Location: Spanning the Elk River on Curtis Road (A494), 0.22 mile west of State Route 274 (formerly Railroad Bed Road), southwest of Fayetteville, Coldwater vicinity, Lincoln County, Tennessee

U.S.G.S. 7.5 minute Taft (73 SW), Tennessee, quadrangle, Universal Transverse Mercator Coordinates: (A) 16.523630.3883895 and (B) 16.523520.3883840

Date of Construction: 1891

Builder/Designer: Unknown

Present Owner: Lincoln County
County Courthouse
Fayetteville, Tennessee 37334

Present Use: Vehicular bridge (to be demolished in 1987)

Significance: The Hobbs Bridge is the only known surviving Baltimore Petit truss bridge in Tennessee.

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Tennessee Department of Transportation
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Nashville, Tennessee 37219

Date: June 1986

The Hobbs Bridge is located over the Elk River at the mouth of Coldwater Creek, northwest of the small community of Coldwater. It is located in a rural farming area southwest of Lincoln's county seat, Fayetteville. Built in 1891, the bridge is significant as a rare example of the Baltimore (Petit) truss type. It is the only known surviving example of this type in Tennessee.

In 1889, local citizens began requesting the county court to construct a bridge at this site. Competition for new bridges was often intense, and other citizens convinced the court that a bridge should first be erected downstream at Stone's Bluff near Dellrose. A contract was let in February 1889 to the King Iron Bridge Company to erect a double intersection Pratt truss bridge. Even so, agitation by citizens continued and, in May, a local newspaper article further discussed the issue, calling it the "notorious bridge contest." However, the Stone Bluff Bridge was completed in the fall of 1889.

On January 1891, the county court, responding to the community, appropriated \$8,000 to build this bridge, over a move to vote down the appropriation (27-20). A committee composed of William C. Sugg, Pleasant Hobbs, and W. H. (or H. W.) Sheffield was appointed, with the authority to receive bids and to let the contract. The bridge was completed that year, at a cost of \$7,329. In January 1892, each member of the bridge committee was paid \$50.00 for his work. No mention was made as to which bridge company received the contract, although a Mr. Vanderson is mentioned as representing the contractor.

The Hobbs Bridge contains three spans, each a metal truss. The overall length is 304 feet. The curb-to-curb width is 11.8 feet, and the out-to-out width is 12.6 feet. The minimum vertical clearance is 14.0 feet.

The river truss is a modified Baltimore (Petit) truss, containing ten panels. It is 200 feet in length and 30 feet in height. Composition of the members vary but, in general, the following applies:

- Top chord: channels with lacing underneath
- End posts: channels with lacing underneath
- Verticals (full and those from top chord to mid-point: small channels with lacing
- Hip verticals and those from mid-point to bottom chord: paired rectilinear eyerods; hip verticals terminate in rounded loops and half verticals in rectangular loops
- Diagonals: paired rectilinear eyebars
- Bottom chord: large paired rectilinear eyebars. The bottom floor beams are V-shaped, a feature common in early bridges but which seems to have been only occasionally used by the 1890s

The Baltimore truss is flanked on each end by a pony Pratt half-hip truss span. Each truss contains three panels and is 49 feet in length and 8 feet in height. Composition of the members is as follows:

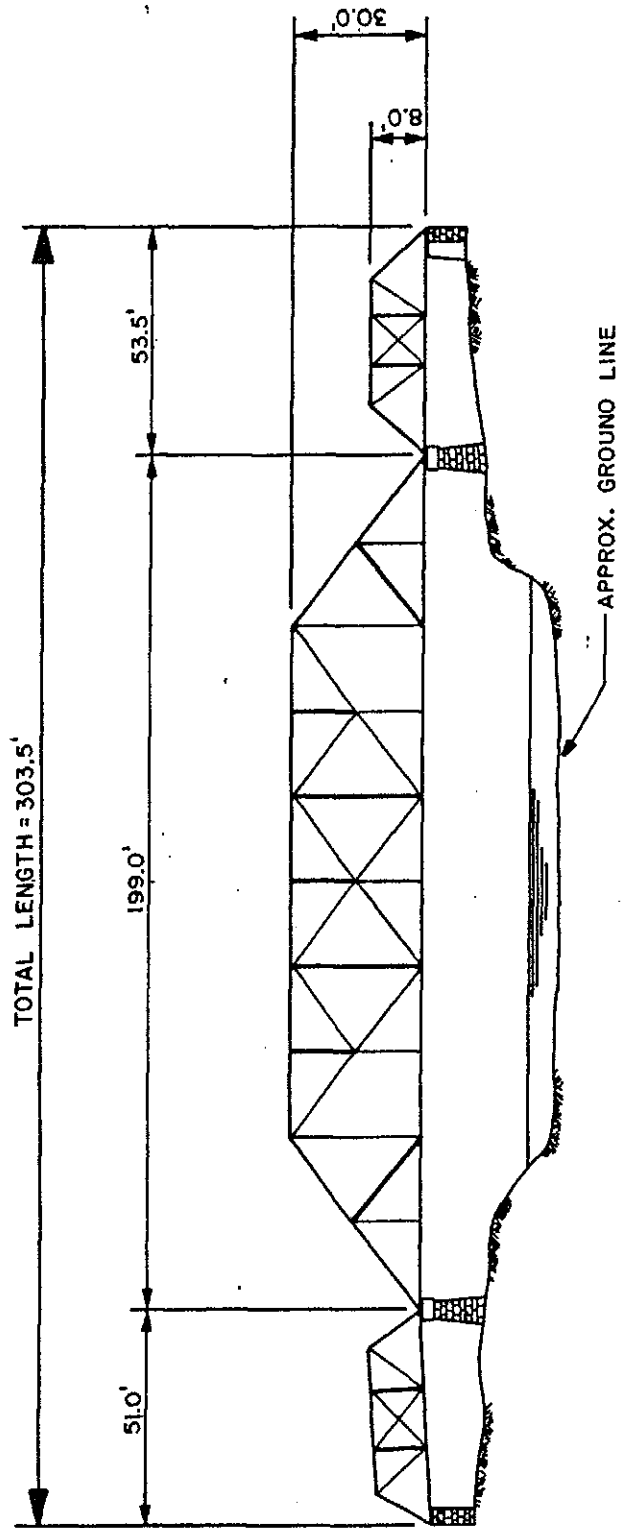
Top chord: small channels with lacing at top and bottom
End posts: small channels with lacing at top and bottom
Verticals: small channels with lacing
Diagonal and counter in center panel: single cylindrical tierods
Diagonals in hip verticals: paired rectilinear eyerods
Bottom chords: paired rectilinear eyebars

The superstructure rests on a masonry substructure of two abutments and two piers. Abutment one (east) has not been altered, but abutment two has had a concrete breastwall poured in front of the original masonry breastwall. Each masonry pier has had concrete added to each side and a 3-foot concrete cap added on top.

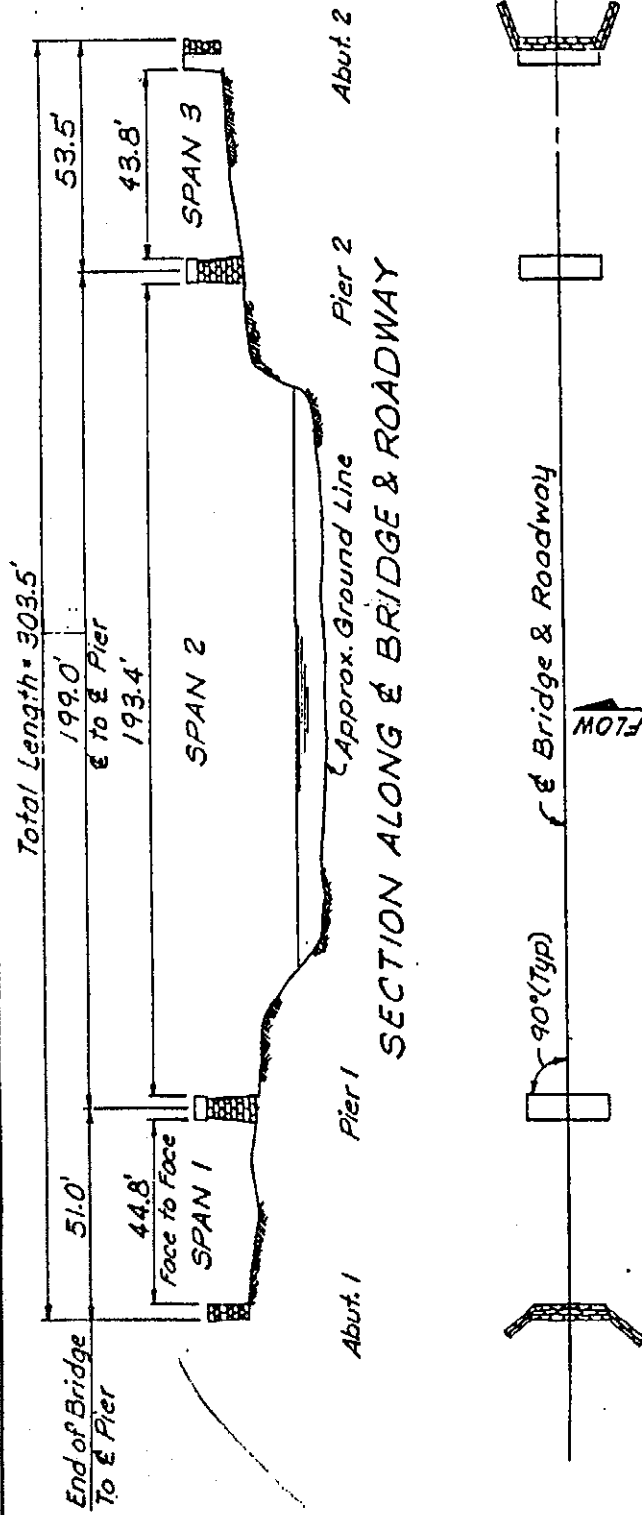
BIOGRAPHICAL REFERENCES:

Fayetteville Observer, January 10, 1889, May 2, 1889, April 2, 1889,
June 11, 1891, January 21, 1892

Lincoln County Quarterly Court Minutes, Book 1880-90, pp. 155, 160-161, 219,
226-228; Book 1890-92, pp. 140, 143-144, 544, 546

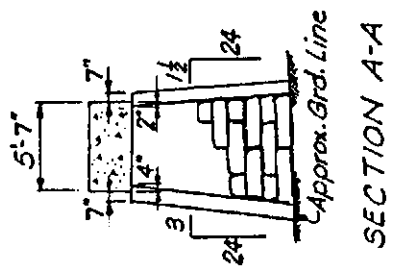
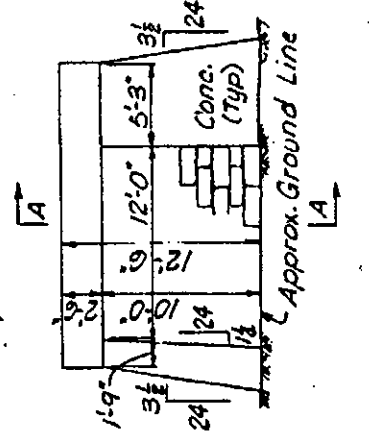
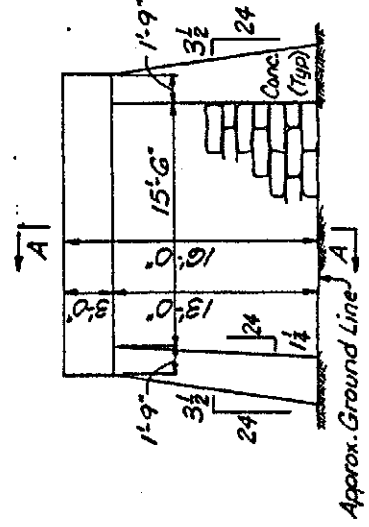
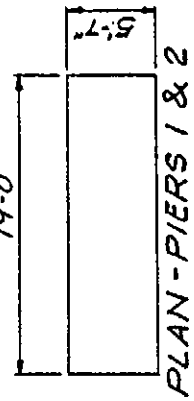


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PLAN

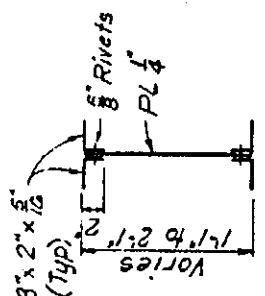
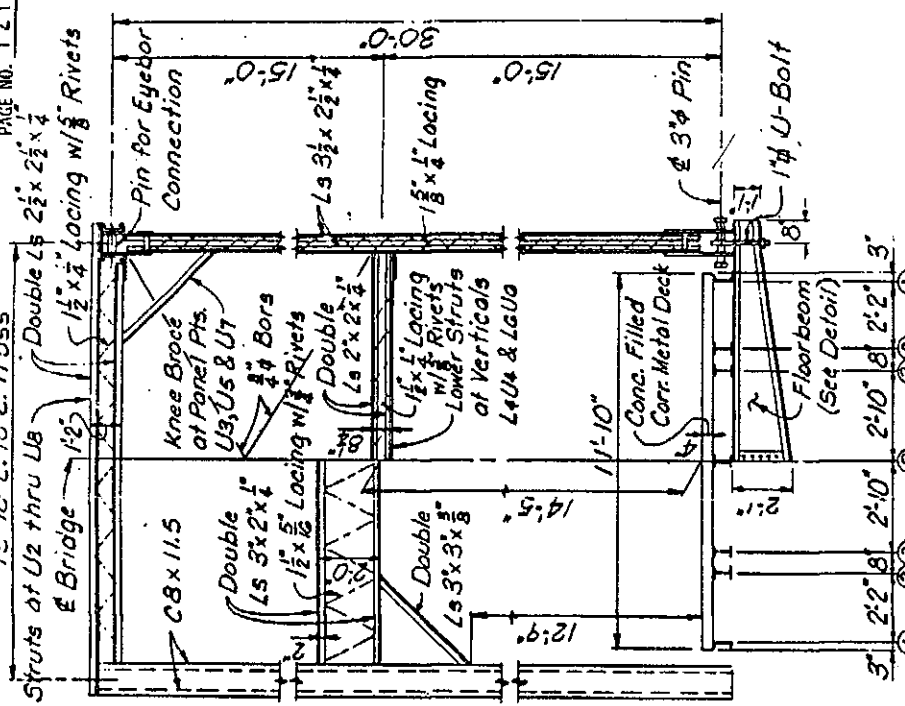
Note: Piers 1 & 2 are mortared stone masonry except as noted.



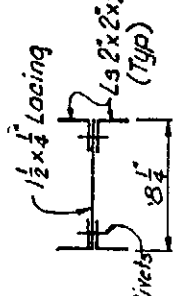
LAYOUT OF BRIDGE
BRIDGE NO. 52-A494-Q22
OVER ELK RIVER
LINCOLN COUNTY
N.R.T. 9-30-80
DATE 10-21-80

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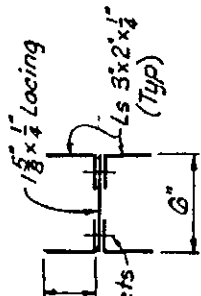
15'-10" C. to C. Truss



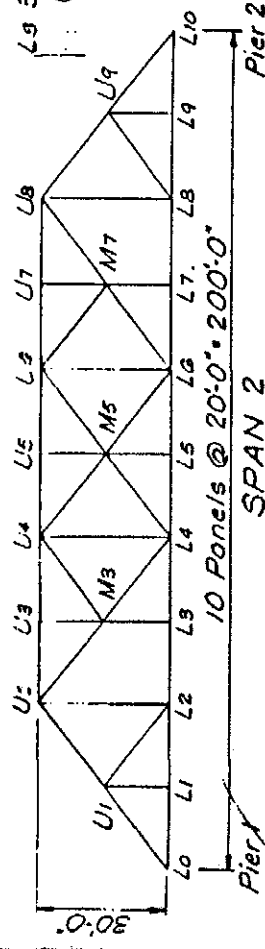
FLOOR BEAM DETAIL



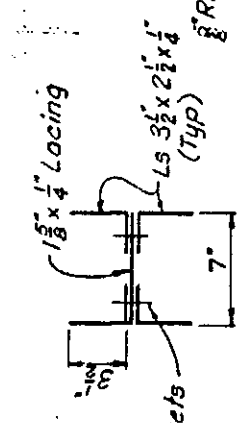
VERTICALS
M3U3, M5U5 & M7U7



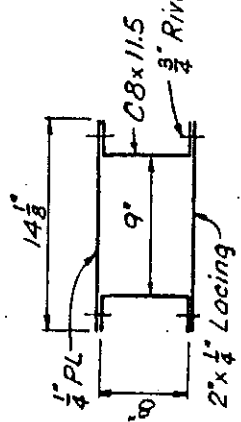
DIAGONALS
U1L2 & L6U9



SPAN 2



VERTICALS
L4U4 & L6U6



VERTICALS
L0U2 & U8L10
AND ALL TOP CHORD

BOTTOM CHORD

L0 thru L4 and L6 thru L10 - 2-4 1/2 x 1/8 Eyebars
L4 thru L6 - 2-4 1/2 x 1/8 Eyebars

VERTICALS

L1U1, L3M3, L5M5, L7M7 & L9U9 - 2-3/8 Eyebars
L2U2 & L8U8 - 2-1 1/4 Eyebars

DIAGONALS

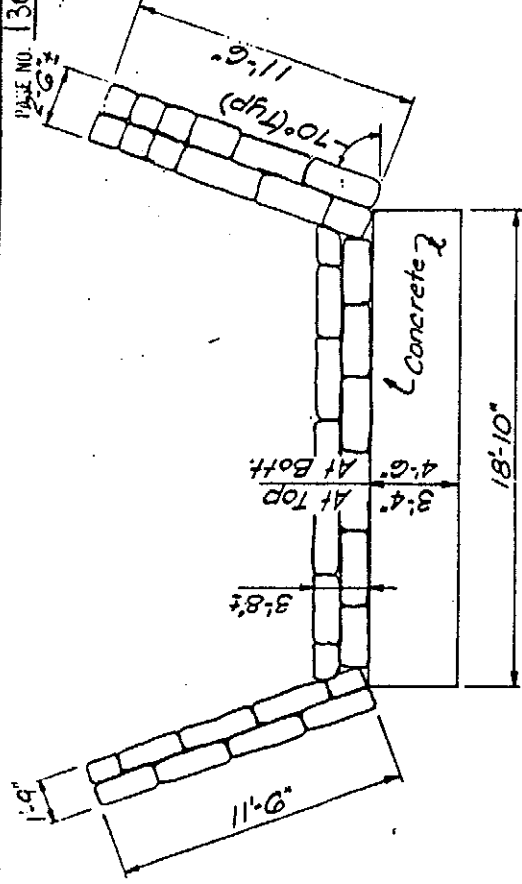
U2M3, M3L4, L6M7 & M7U8 - 2-3/4 Eyebars
M3U4, L4M5, M5L6 & U6M7 - 2-3/4 Eyebars
U4M5 & M5U6 - 2-2 1/2 Eyebars

BOTTOM LATERAL CROSS BRACING - 1 1/4 Rods
TOP LATERAL CROSS BRACING - 3/8 Rods

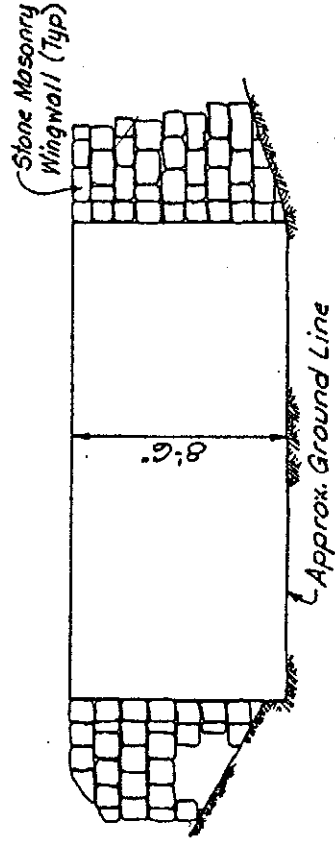
① 2-C8x11.5 ② 2-W8x17 ③ 3-S8x18.4
HALF-SECTION @ PORTAL
HALF-SECTION @ L4U4
SPAN 2

SUPERSTRUCTURE DETAILS
BRIDGE NO. 52-4494-0.22
OVER ELK RIVER
LINCOLN COUNTY
W.R.T. 10-3-80
DME 10-22-80

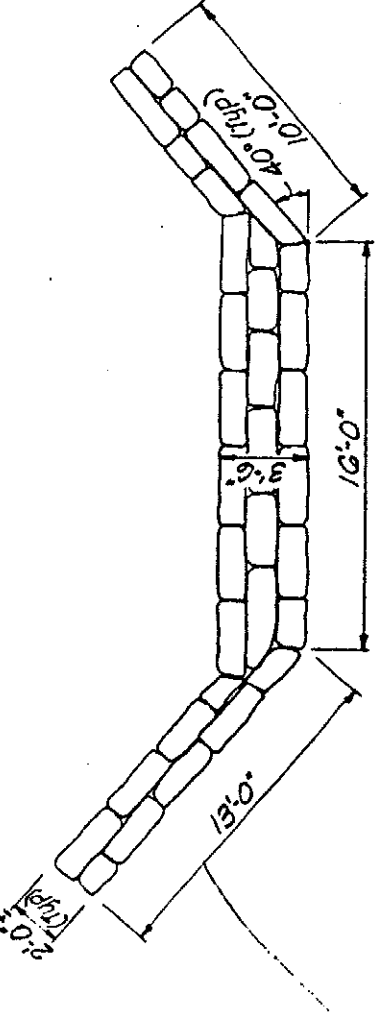
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PAGE NO.
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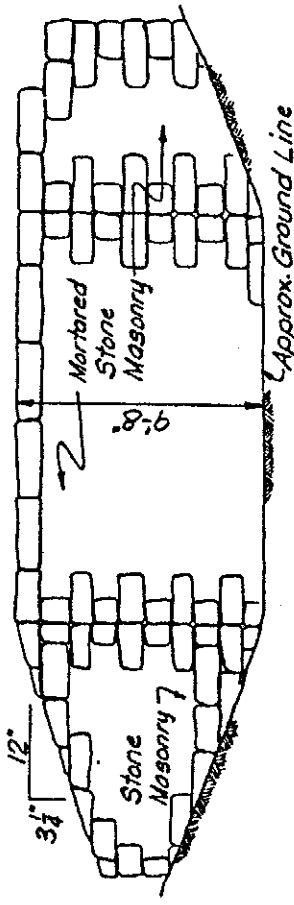
PLAN - ABUTMENT 2



ELEVATION - ABUTMENT 2



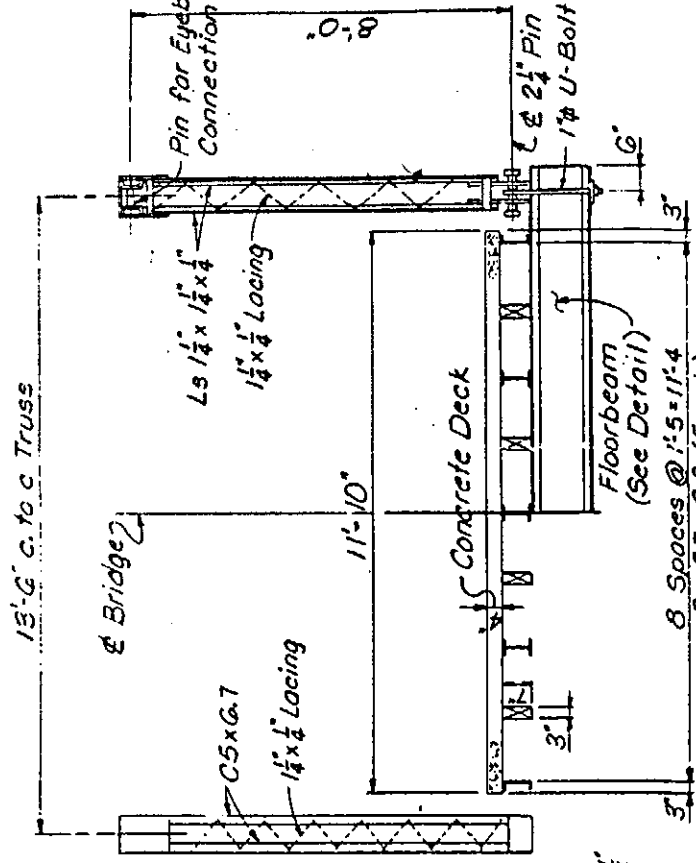
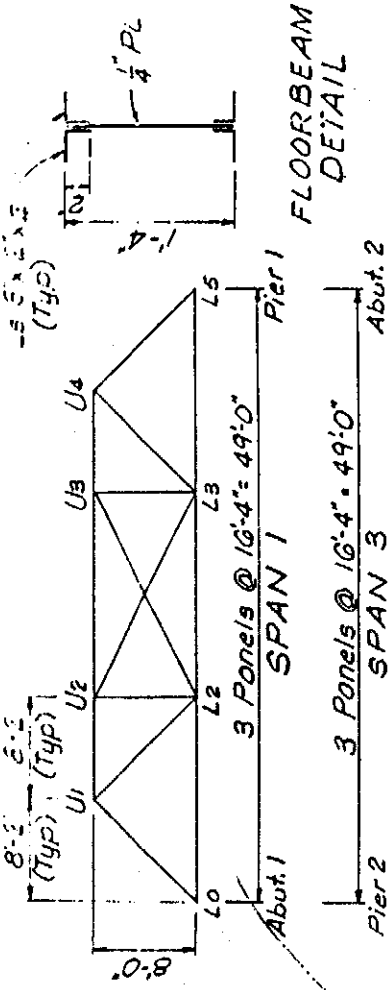
PLAN - ABUTMENT 1



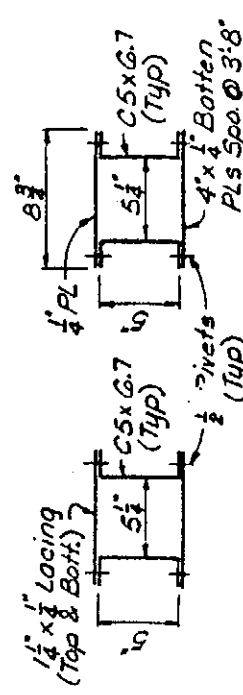
ELEVATION - ABUTMENT 1

SUBSTRUCTURE DETAILS
 BRIDGE NO. 52-A494-0.22
 OVER ELK RIVER
 LINCOLN COUNTY
 W.R.T. 9-29-80
 DMB 10-21-80

13'-0" c. to c. Truss

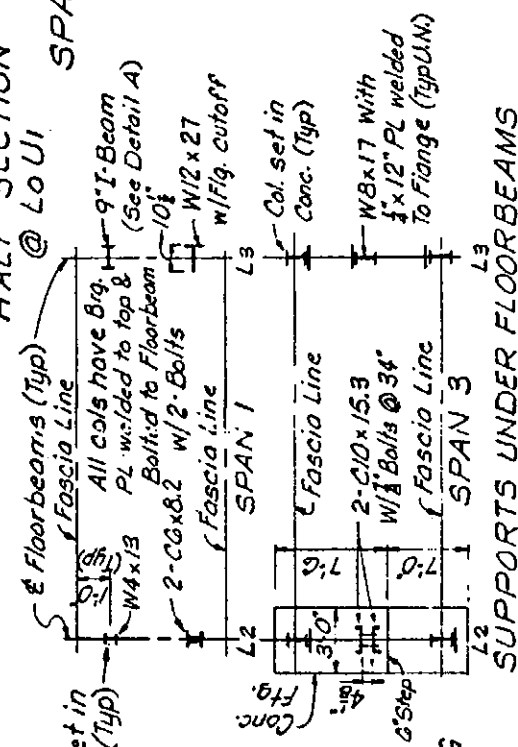


FLOORBEAM
DETAIL



LOU1 AND U4L5 TOP CHORD

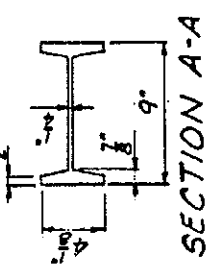
VERTICALS
L2U2 AND L3U3



SUPPORTS UNDER FLOORBEAMS

HALF-SECTION
@ L2U2

SPANS 1 AND 3



DETAIL A

SECTION A-A

BOTTOM CHORD

L0U2 & L3L5 - 2-3/4" Eyebars
L2L3 - 2-2' x 3/8" Eyebars

DIAGONALS

U1L2 & L3U4 - 2-7/8" Eyebars
L2U3 & U2L3 - 1-1" Eyebar

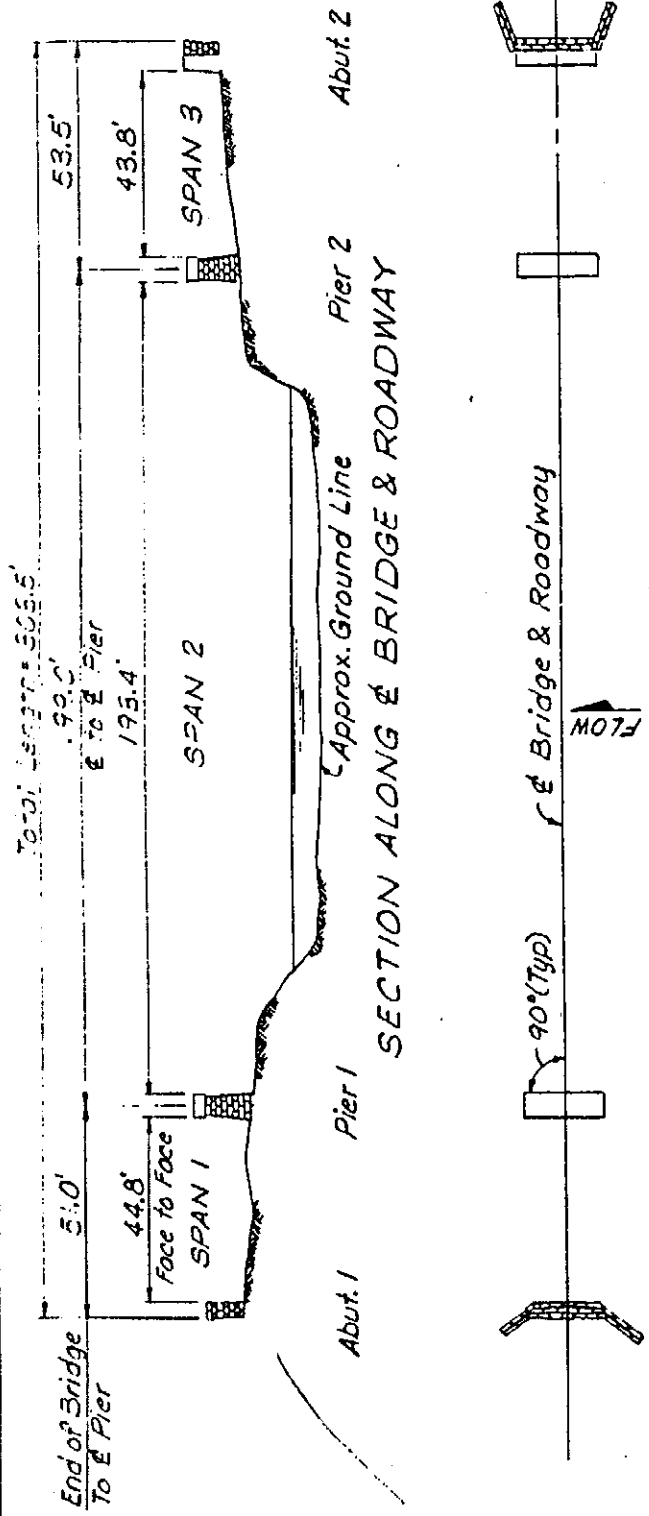
BOTTOM LATERAL CROSS BRACING

3/4" Rods

SUPERSTRUCTURE DETAILS
BRIDGE NO. 52-A494-0.22
OVER ELK RIVER
LINCOLN COUNTY

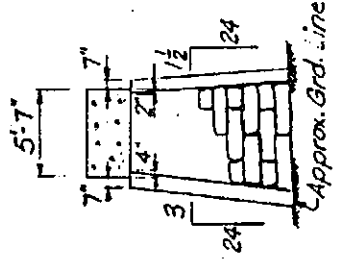
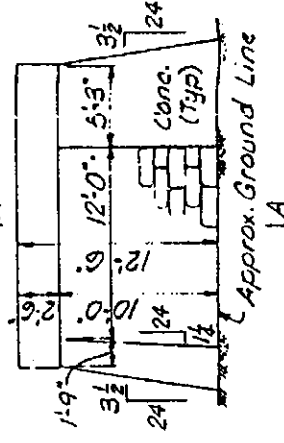
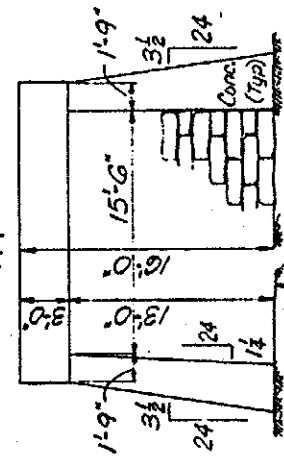
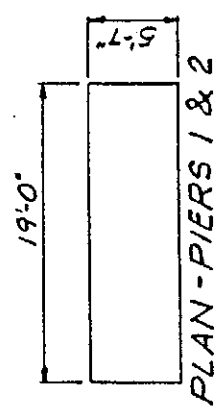
W.R.T. 10-1-80
D.M.B. 10-22-80

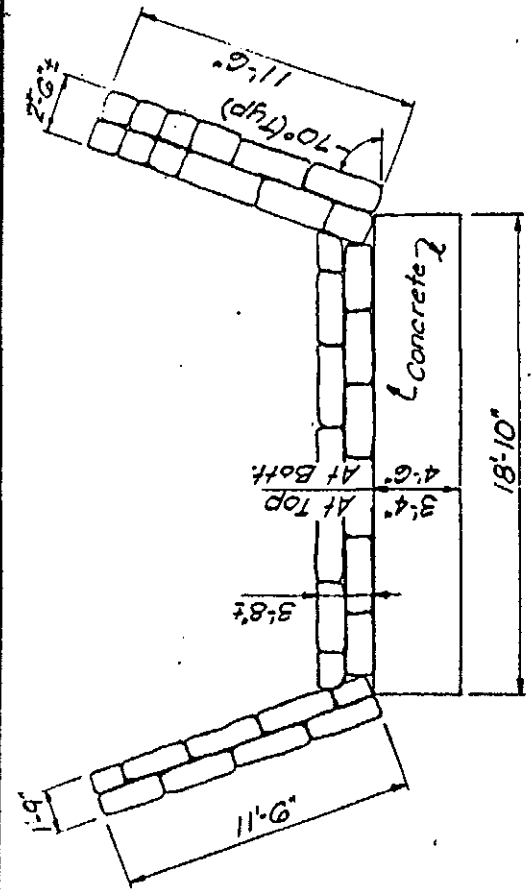
LAYOUT OF BRIDGE
 BRIDGE NO. 52-4494-0.22
 OVER ELK RIVER
 LINCOLN COUNTY
 W.R.T. 9-50-50
 C.A.B. 10-21-50



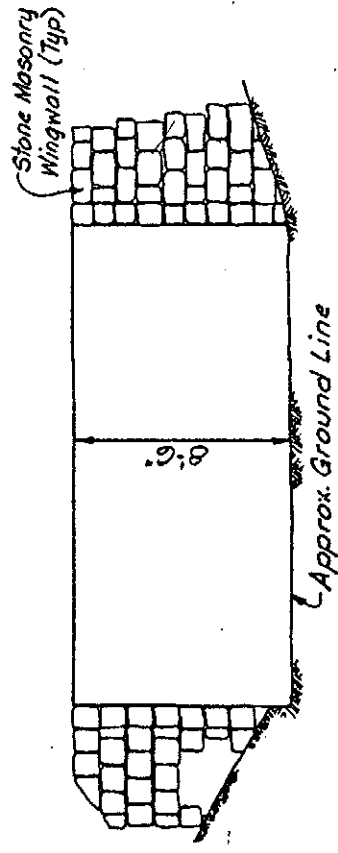
PLAN

Note: Piers 1 & 2 are mortared stone masonry except as noted.

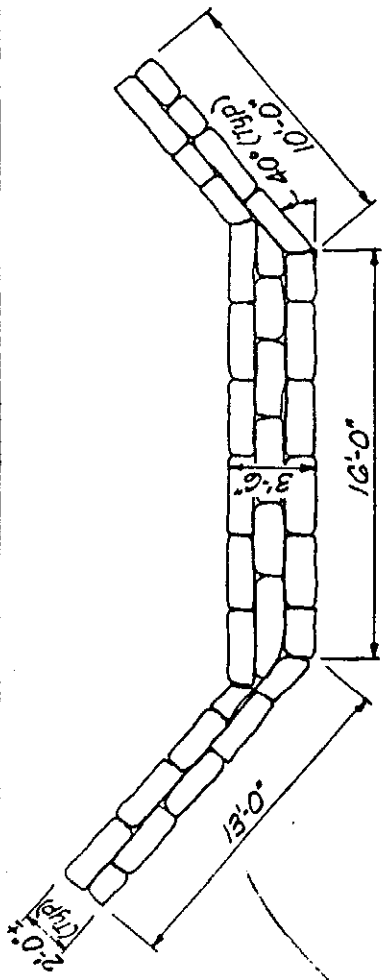




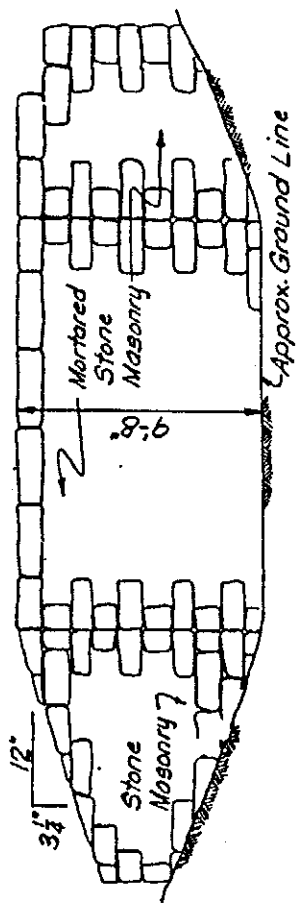
PLAN - ABUTMENT 2



ELEVATION - ABUTMENT 2



PLAN - ABUTMENT 1



ELEVATION - ABUTMENT 1

SUBSTRUCTURE DETAILS
 BRIDGE NO. 52-A494-0.22
 OVER ELK RIVER
 LINCOLN COUNTY

W.R.T. 9-29-80
 D.M.E. 10-21-80

