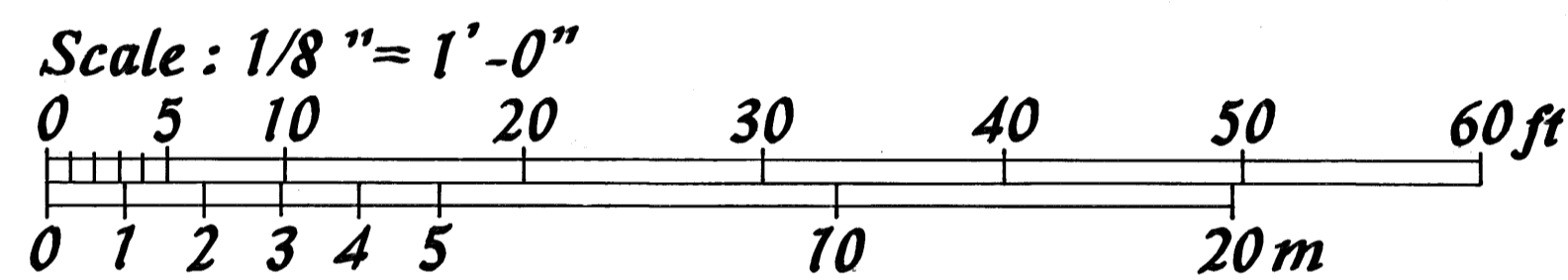
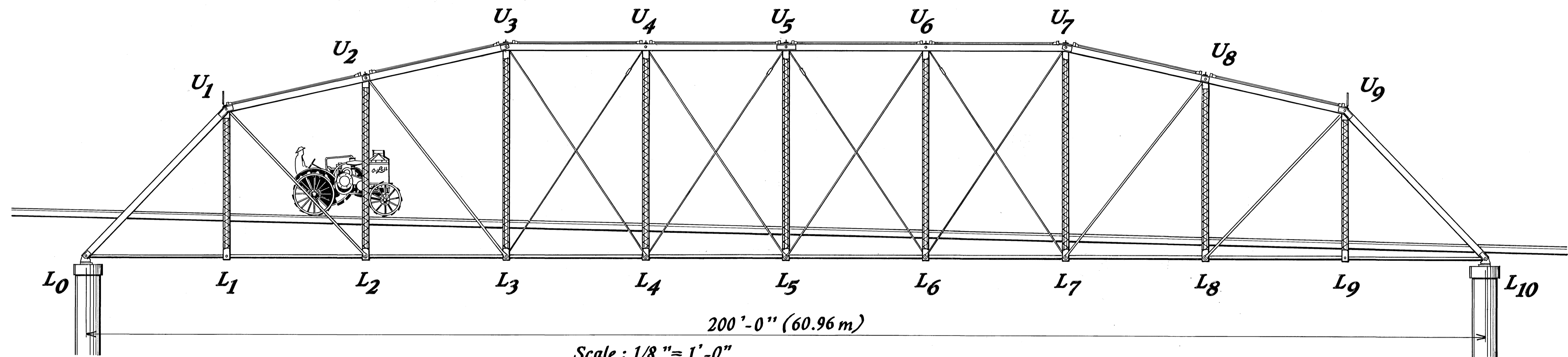


# BRYANT STATION BRIDGE

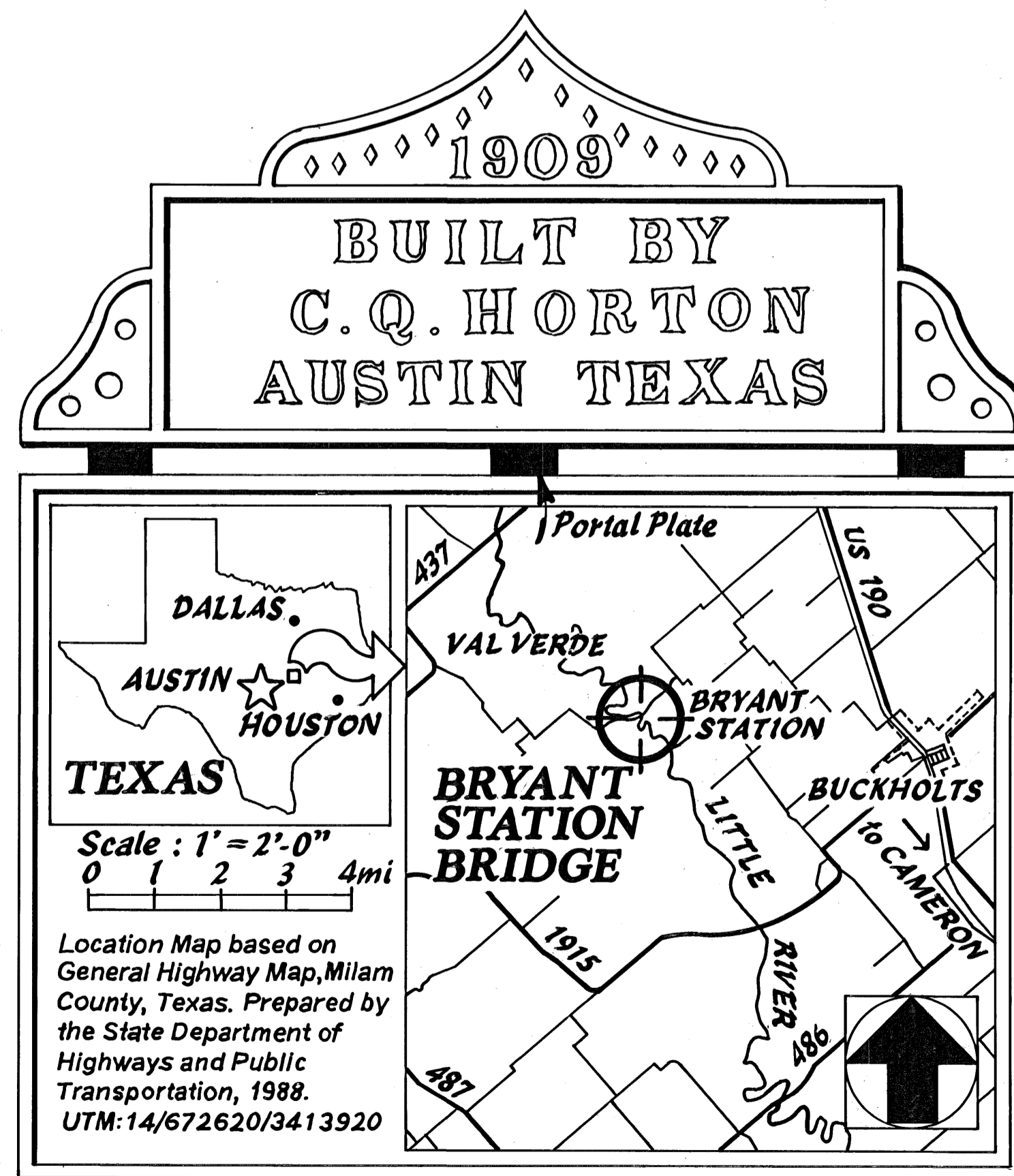
## BRYANT STATION · 1909 · TEXAS



The Bryant Station Bridge was built across Little River in 1909. The bridge was fabricated by the prolific Chicago Bridge & Iron Company, a merger of independent bridge builders Horace E. Horton of Rochester, Minnesota, George E. King of Des Moines, Iowa, and the Kansas City Bridge & Iron Company of Rosedale, Kansas. C. Q. Horton, a southern agent for the Chicago Bridge and Iron Company based in Austin, Texas, was awarded the \$5980.00 contract.

The bridge is named after Bryant Station, a U.S. Army station established to keep Native American tribes out of the capitol, then at Washington-on-the-Brazos. Benjamin F. Bryant built a log cabin and fort on the north side of the Little River in 1840. A village developed around Bryant Station and it became an important stagecoach stop on the route to Austin.

A variant on the standard Pratt truss used in the late nineteenth and early twentieth century, the camelback design employed a polygonal top chord which was commonly used for spans of 200 feet. The Bryant Station bridge is one of two single span pin-connected Camelback through trusses in Texas and features an unusual sloped deck.



### LOCATION MAP

The Texas Historic Bridges Recording Project is part of the Historic American Engineering Record (HAER), a long-range program documenting historically significant engineering, industrial, and maritime sites in the United States. The HAER program is administered by the National Park Service, U.S. Department of the Interior. The Texas Historic Bridges Recording Project was co-sponsored during the summer of 1996 by HABS/HAER under the general direction of E. Blaine Cliver, chief; the Texas Department of Transportation, Environmental Affairs Division and Design Division; and the Federal Highway Administration.

The field work, measured drawings, historical reports, and photographs were prepared under the direction of Eric DeLony, chief of HAER. The team consisted of Erick McEvoy, architectural supervisor (ICOMOS-Canada); Christopher B. Brown (University of Washington), Heather J. Dodd (Texas Tech University), Christianna Raber (Rice University) and Zsolt Zsanda (ICOMOS-Hungary), architects; Dr. Mark M. Brown, Estella M. Chung (University of Michigan, Ann Arbor), J. Philip Gruen (University of California at Berkeley) and Robert Jackson (University of Texas at Austin), historians; Joseph Elliot, photographer; Todd Ashby (Texas Department of Transportation), special assistant.

DELINEATED BY: Erick McEvoy, 1996

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UNITED STATES DEPARTMENT OF THE INTERIOR

BUCKHOLTS VIC.

BRYANT STATION BRIDGE - 1909  
SPANNING LITTLE RIVER AT COUNTY ROUTE 275  
MILAM COUNTY

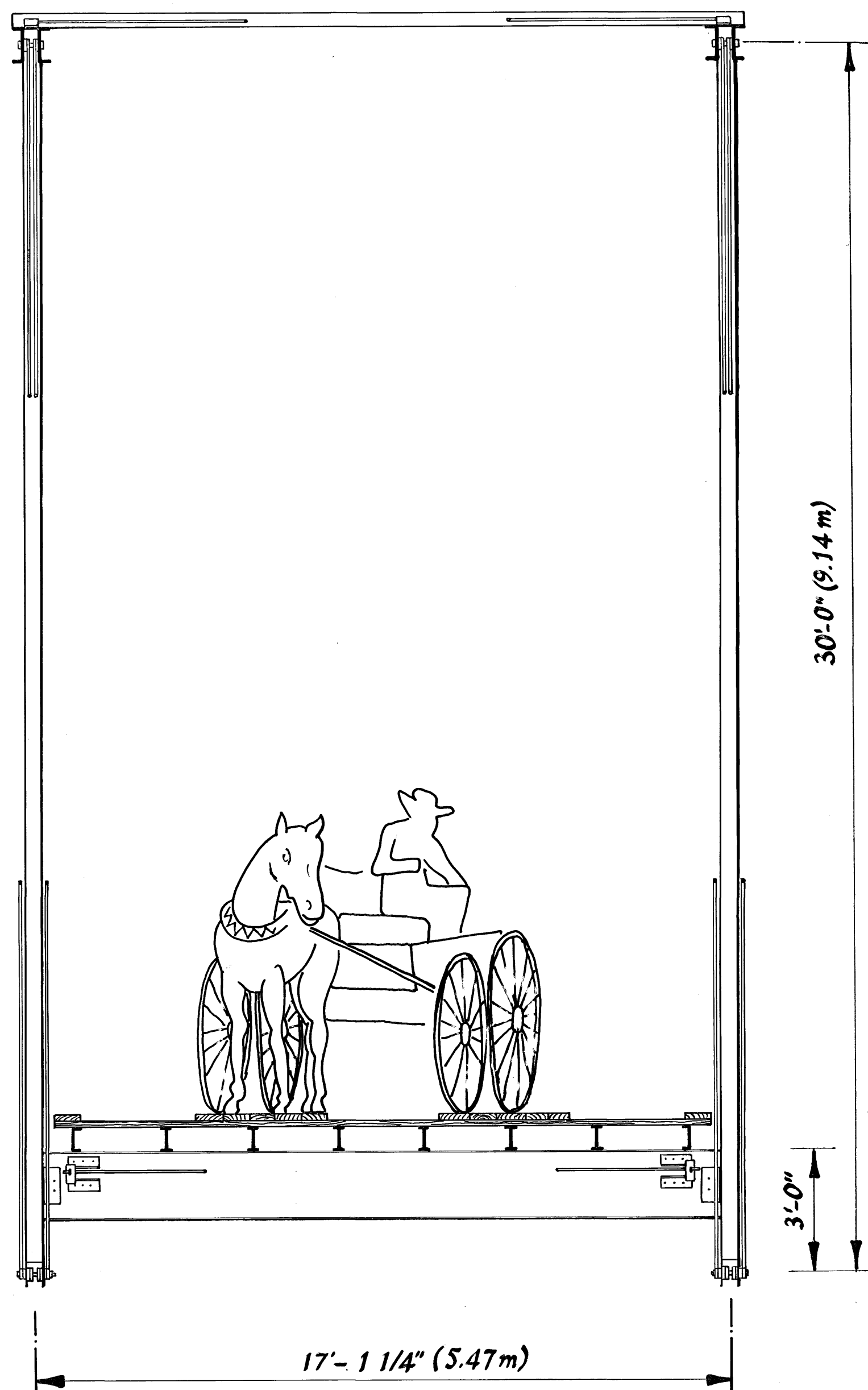
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SHEET 1 of 3

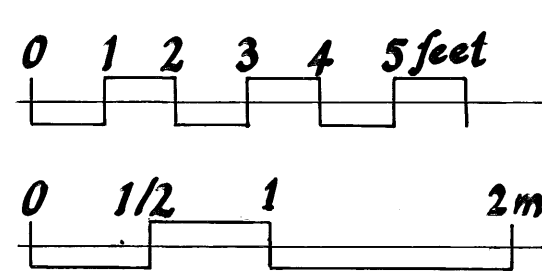
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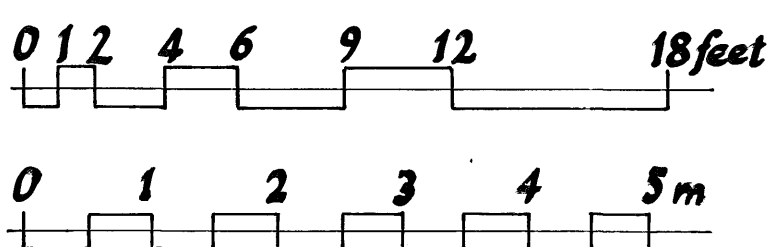
# SECTION



Scale: 3/8" = 1'-0"



Scale: 3/16" = 1'-0"



# MEMBER SCHEDULE

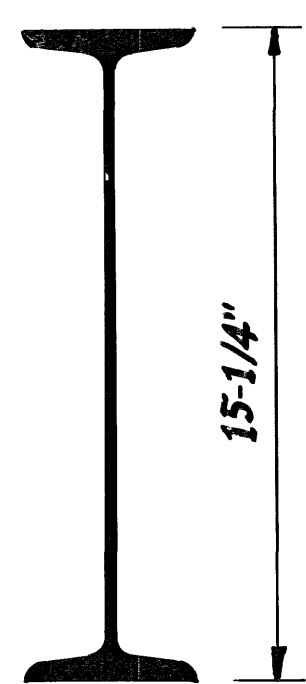
## Diagonal Chords

U3 to L4	U7 to L6	■ ■	3/4"x3/4"
U5 to L6	U5 to L4	■ ■	"
U4 to L5	U6 to L5	■ ■	"
U4 to L3	U6 to L7	●	13/16" DIA
U1 to L2	U9 to L8	■ ■	5/8"x2 3/4"
U2 to L3	U8 to L7	■ ■	1"x2"

## Lower Chords

L0 to L1	L10 to L9	■ ■	3/4"x2-1/2"
L1 to L2	L9 to L8	■ ■	
L2 to L3	L8 to L7	■ ■	7/8"x3-1/2"
L3 to L4	L7 to L6	■ ■	7/8"x4"
L4 to L5	L6 to L5	■ ■	

## Deck Beam



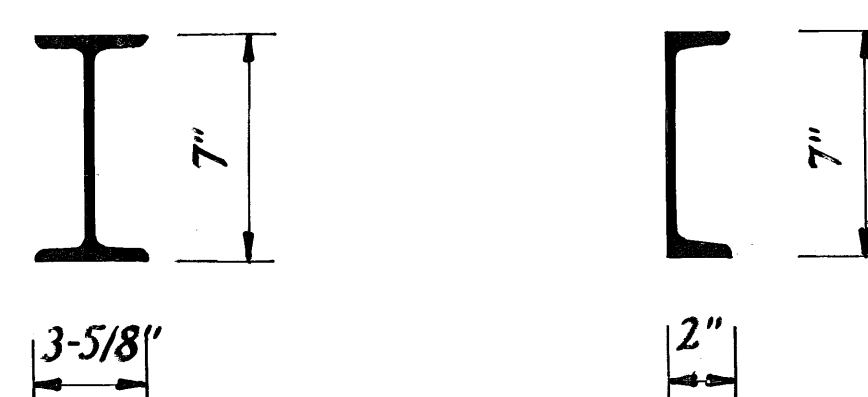
## Upper Lateral Bracing

● — 7/8" φ

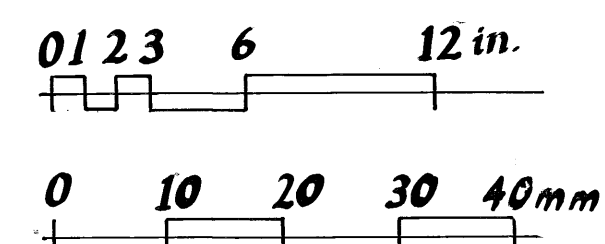
## Underside Lateral Bracing

L0 to L1	L9 to L10	●	1-3/4" φ
L1 to L2	L8 to L9	●	1-1/4" φ
L2 to L3	L7 to L8	●	1" φ
L3 to L4	L6 to L7	●	7/8" φ
L4 to L5	L5 to L6	●	7/8" φ

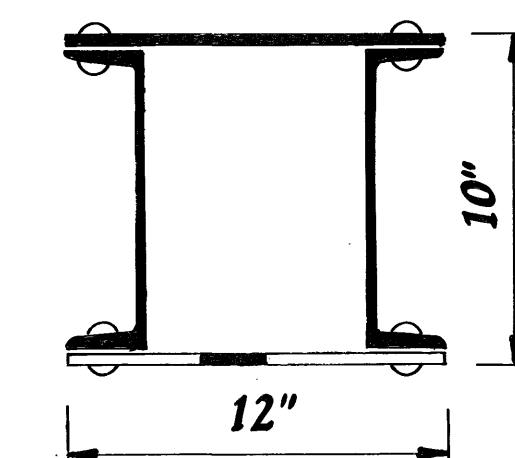
## Stringers



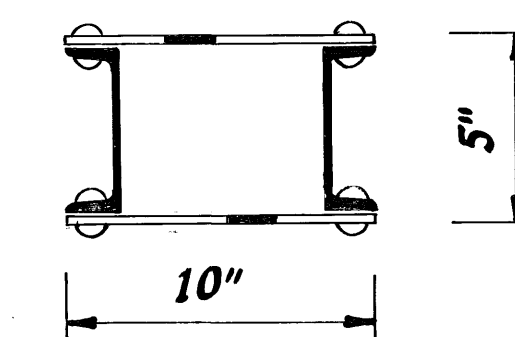
Scale: 2" = 1'-0"



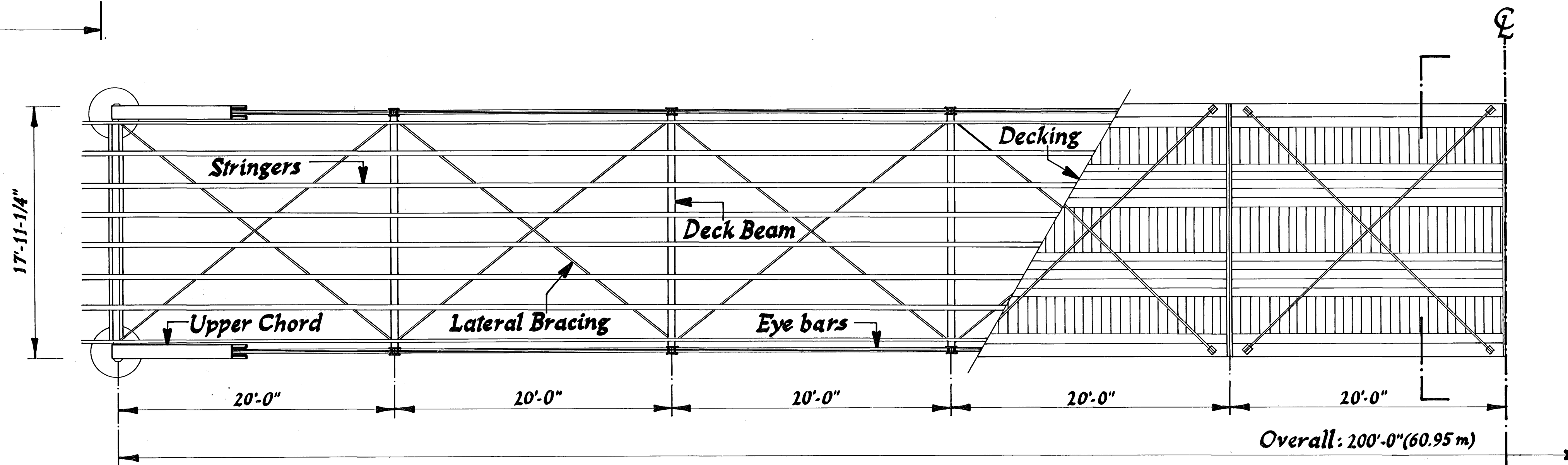
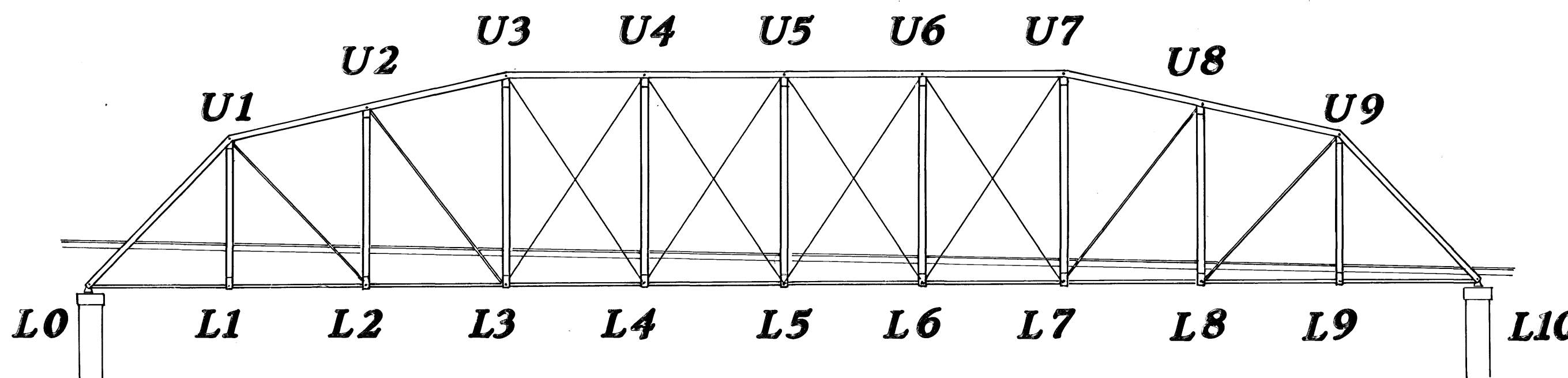
## Upper Chord



## Post



## Upper Lateral Strut



# PLAN

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BRYANT STATION BRIDGE - 1909  
SPANNING LITTLE RIVER AT COUNTY ROUTE 275  
MILAM COUNTY

BUCKHOLTS VIC.

TEXAS

SHEET

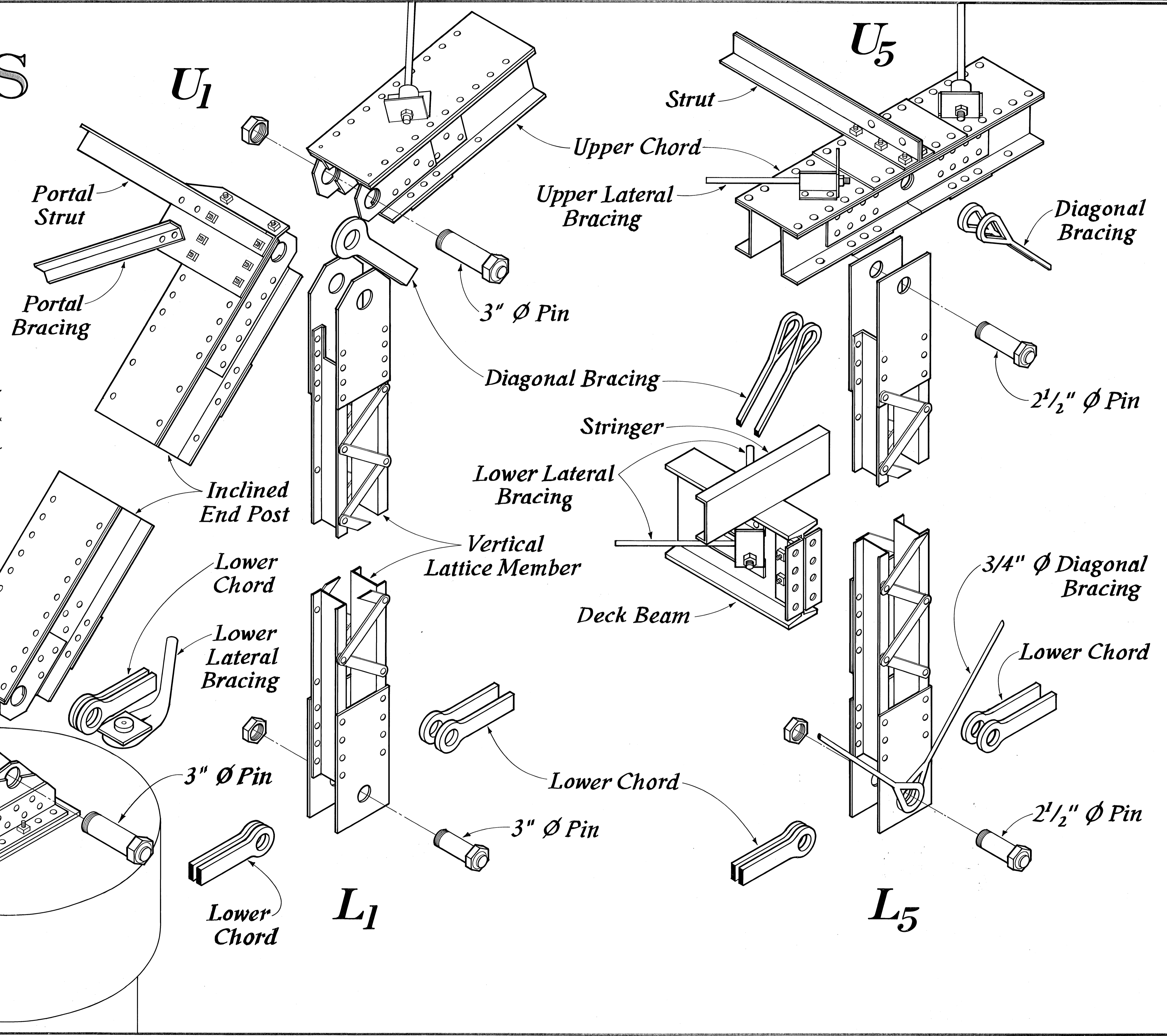
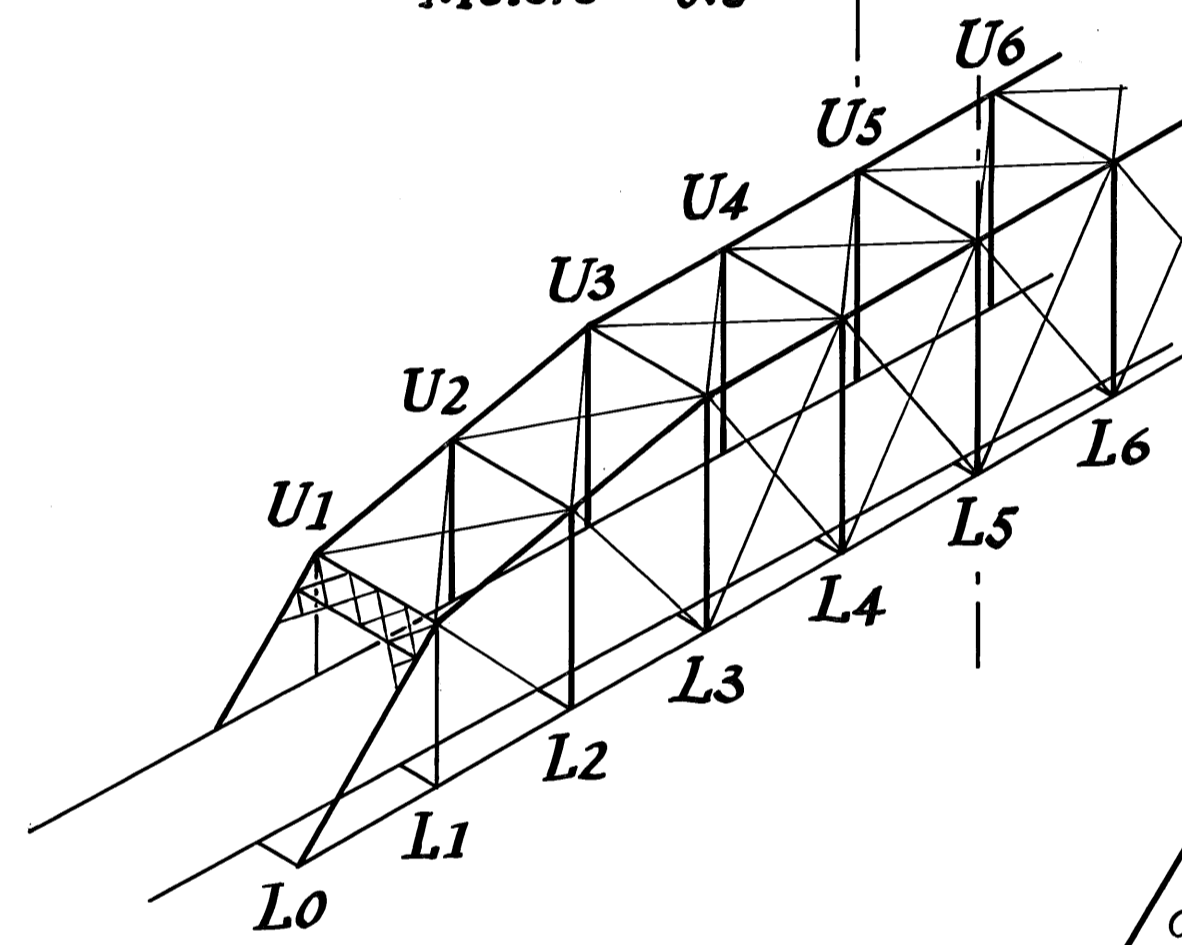
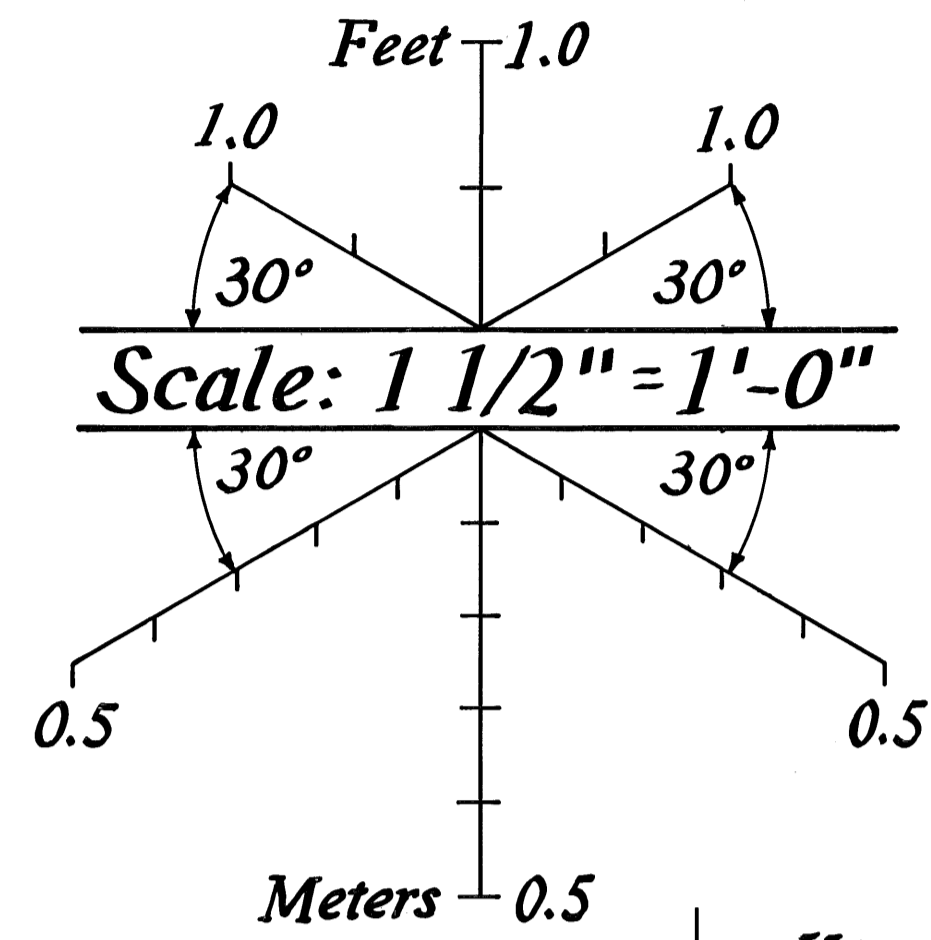
2 of 3

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# DETAILS



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 TEXAS 3 of 3  
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