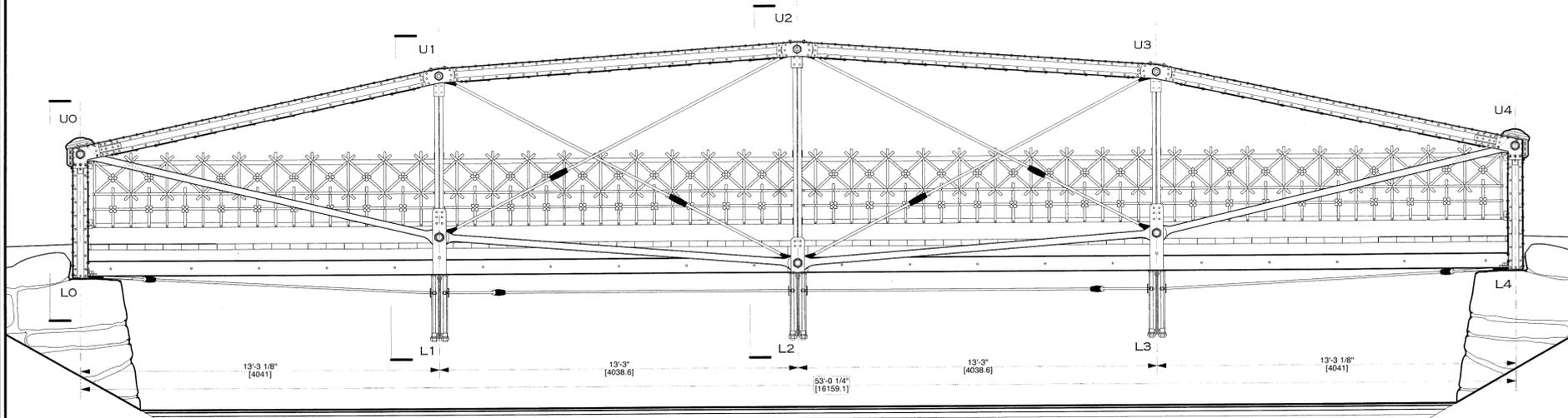


# TURN-OF-RIVER BRIDGE

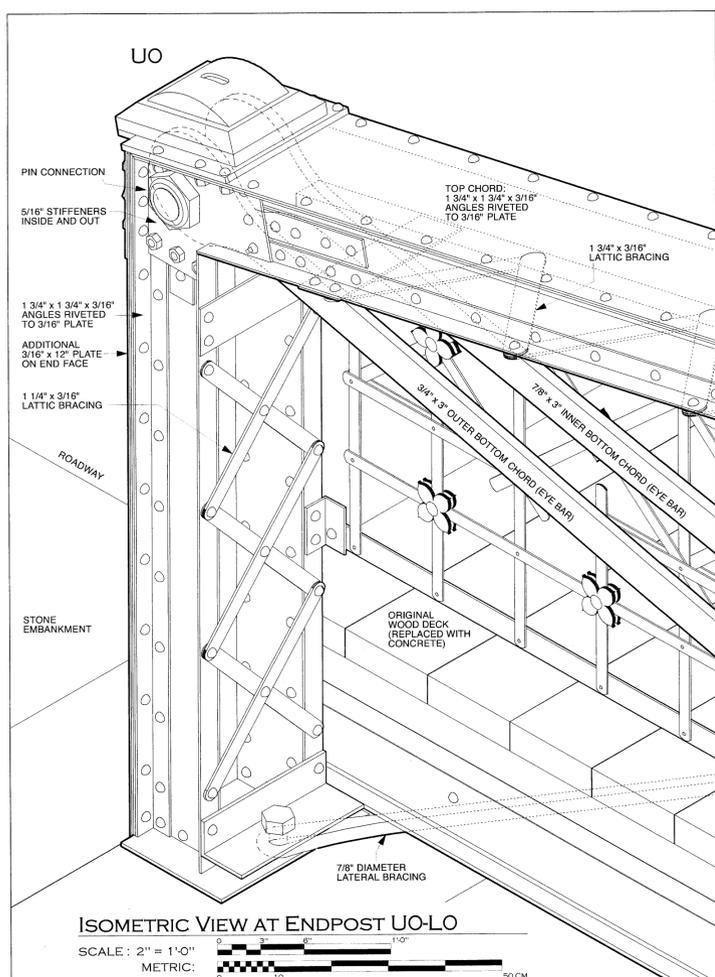
## STAMFORD, CONNECTICUT • 1893



ELEVATION

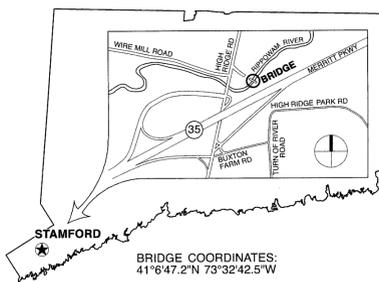
SCALE: 3/8" = 1'-0"  
METRIC: 1:200

RIPPOWAM RIVER



ISOMETRIC VIEW AT ENDPOST U0-L0

SCALE: 2" = 1'-0"  
METRIC: 1:50

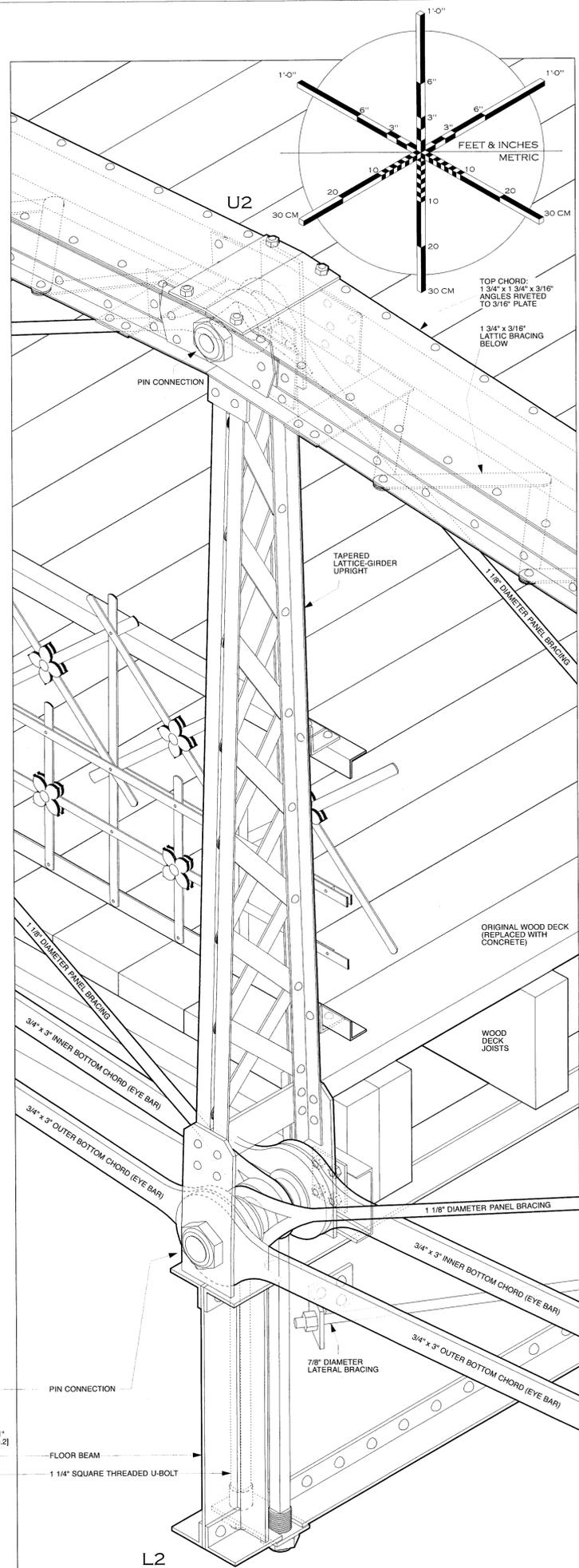


TURN-OF-RIVER, ONCE A SMALL INDUSTRIAL VILLAGE JUST NORTH OF STAMFORD, CONNECTICUT, LOCATED AT A BEND IN THE RIPPOWAM RIVER, IS NOW A RESIDENTIAL NEIGHBORHOOD INCORPORATED INTO THE CITY. THE ONLY VESTIGES OF THE EARLIER INDUSTRY ARE PLACE NAMES SUCH AS WIRE MILL ROAD AND THIS LENTICULAR PONY TRUSS BRIDGE BUILT BETWEEN 1892 AND 1893 BY THE BERLIN IRON BRIDGE COMPANY OUT OF BERLIN, CONNECTICUT. THE BRIDGE ONCE CONNECTED TURN OF RIVER TO THE CITY OF STAMFORD VIA THE TURN-OF-RIVER ROAD. ALSO KNOWN AS THE OLD NORTH STAMFORD ROAD, BUT BOTH WERE RENDERED OBSOLETE WHEN THE MERRITT PARKWAY WAS CONSTRUCTED THROUGH THE OLD ROAD IN THE 1930S.

THE BRIDGE CONTINUED TO SEE SOME USE, CONNECTING A DIRT TRACK THAT PARALLELS THE MERRITT PARKWAY. IN THE PAST FORTY YEARS, THE NEAREST NEIGHBOR RECALLS A GOOD DEAL OF STONE BEING HAULED OVER IT. TO ACCOMMODATE THIS, THE EXISTING DECK HAD TO BE SIGNIFICANTLY REINFORCED WITH NEWER WOOD 4X10'S, INTERMITTENT 4X7 I-BEAMS WITH 3\"/>

THE LENTICULAR, OR LENS-SHAPED, PONY TRUSS BRIDGE IS BASED ON A PATENTED DESIGN FROM 1877 BY WILLIAM O. DOUGLAS, AN ENGINEER ASSOCIATED WITH THE BERLIN IRON BRIDGE COMPANY. LIKE A NORMAL TRUSS, THE TOP CHORD IS TYPICALLY IN COMPRESSION AND THE BOTTOM IN TENSION, BUT ITS PARABOLIC SHAPE IS MORE EFFICIENT BEING TALLEST AT THE CENTER OF THE SPAN WHERE THE FORCES ARE GREATEST. THIS EFFICIENCY TRANSLATED TO A SAVINGS IN IRON, BUT THE RESULTING COST SAVINGS WERE LIKELY OFFSET BY THE GREATER COMPLEXITY OF FABRICATION. IT IS REFERRED TO AS A PONY TRUSS BECAUSE IT HAS NO CROSS BRACING ABOVE THE BRIDGE DECK, WHICH IS POSSIBLE FOR SHORTER SPANS.

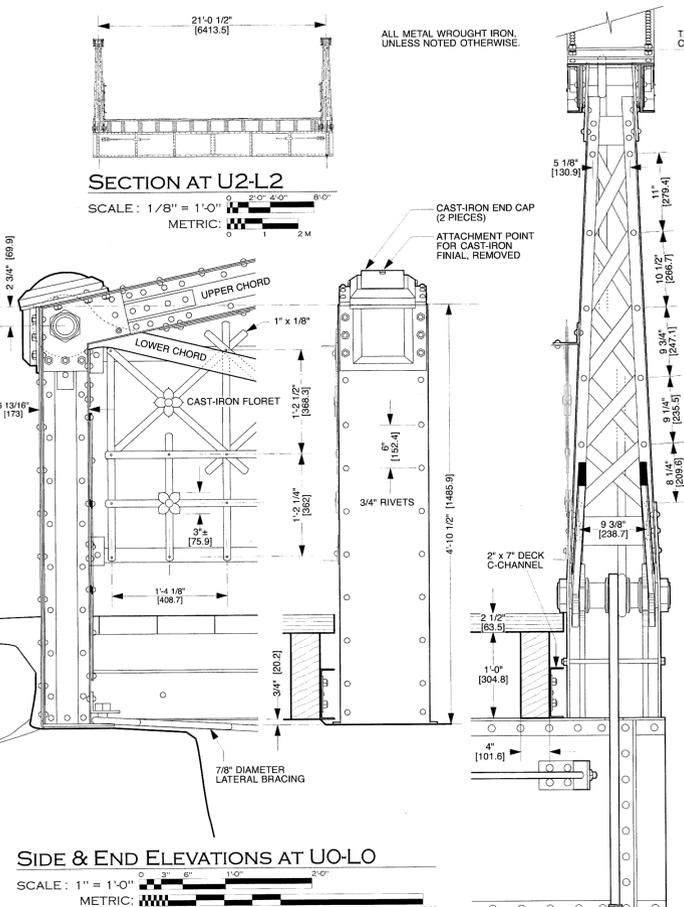
STEEL WAS NOT WIDELY AVAILABLE AT THIS TIME, SO NEARLY THE ENTIRE BRIDGE IS CONSTRUCTED OF WROUGHT IRON, ABOUT HALF THE STRENGTH. THE END CAPS, AS WELL AS THE DECORATIVE FLORETS ON THE GUARDRAILS, ARE THE ONLY CAST IRON MEMBERS EXTANT, BUT THE BUILDER'S PLATE AND FINIALS WOULD ALSO HAVE BEEN MADE OF CAST IRON. THE STONE FOUNDATIONS WERE BUILT BY THE TOWN OF STAMFORD BEFORE THE WINTER OF 1892, AND THE BERLIN IRON BRIDGE COMPANY INSTALLED THE BRIDGE IN MID-JANUARY 1893.



L2

ISOMETRIC VIEW AT U2-L2

SCALE: 2" = 1'-0"  
METRIC: 1:50



SECTION AT U1-L1

SCALE: 1" = 1'-0"

SECTION AT U2-L2

SCALE: 1" = 1'-0"

DELINEATED BY: MORGEN FLEISIG  
TURN-OF-RIVER BRIDGE  
RECORDING PROJECT  
NATIONAL PARK SERVICE  
UNITED STATES DEPARTMENT OF THE INTERIOR

STAMFORD

TURN-OF-RIVER BRIDGE  
SPANNING RIPPOWAM RIVER ON OLD NORTH STAMFORD ROAD  
FAIRFIELD COUNTY  
CONNECTICUT

SHEET 1 OF 1

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