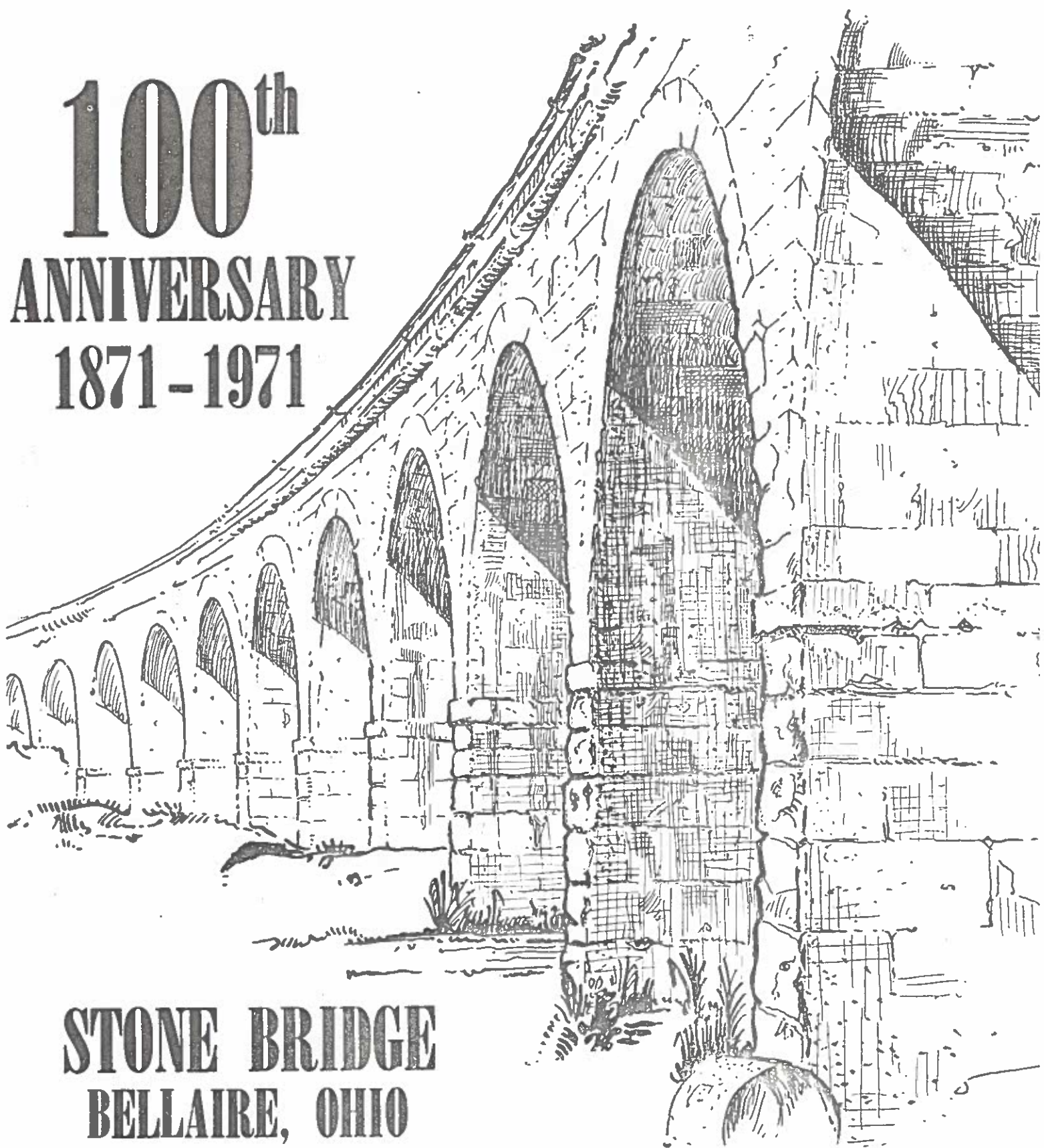
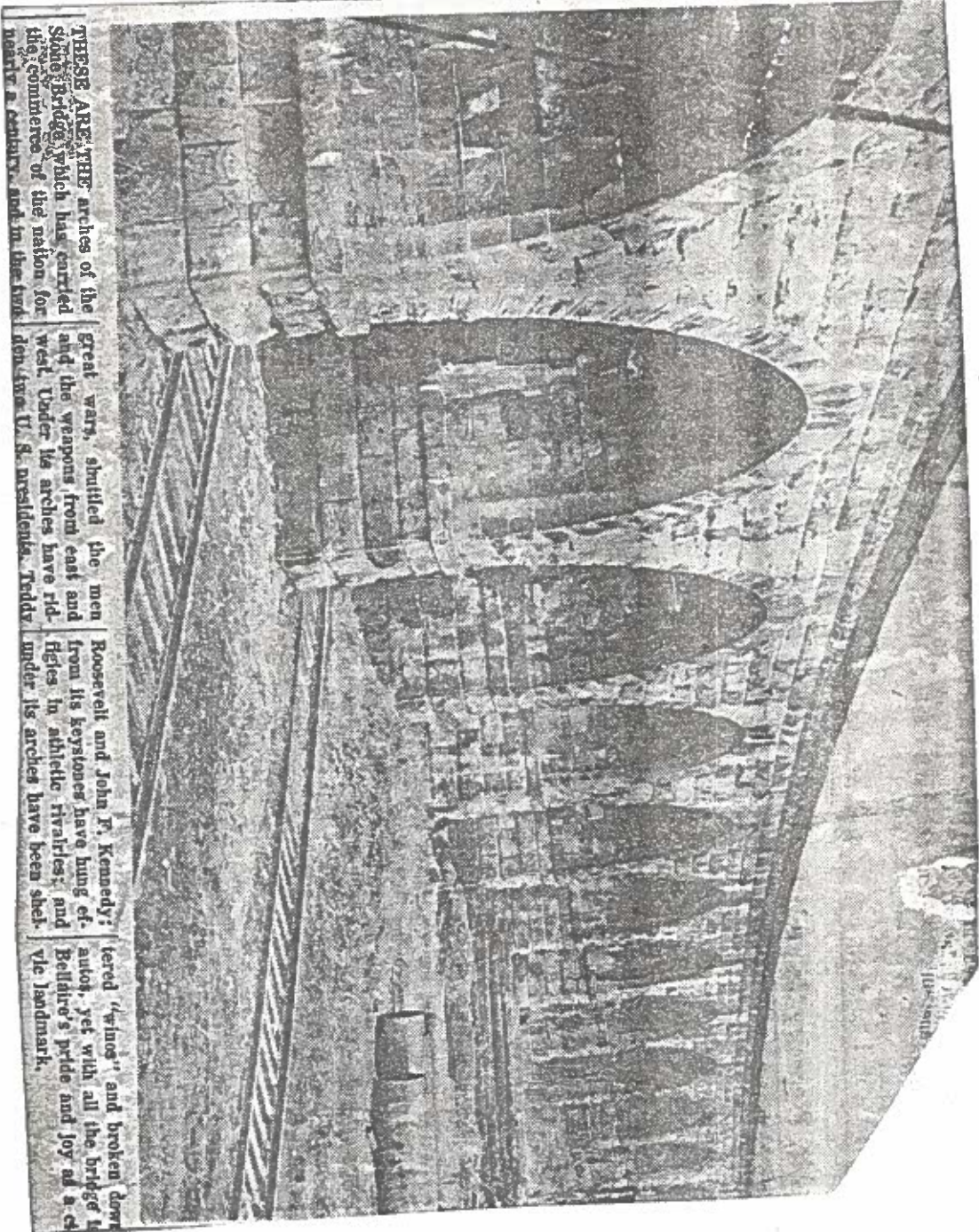


**100<sup>th</sup>  
ANNIVERSARY  
1871-1971**



**STONE BRIDGE  
BELLAIRE, OHIO**

THE ALL-AMERICAN FESTIVAL — JULY 26th - 31st, 1971



THESE ARE THE arches of the  
State Bridge, which has carried  
the commerce of the nation for  
nearly a century, and in the

Great war, shrouded the men  
and the weapons from east and  
west. Under its arches have rid-

Roosevelt and John F. Kennedy;  
from its keystones have hung ef-  
fies in athletic rivalries; and  
under its arches have been shel-

tered "winos" and broken down  
autos, yet with all the bridge is  
Bellaire's pride and joy of a ca-  
ple landmark.

# Stone Bridge Landmark

NEXT TO HEARTH and home, Bellaire's expatriates in other places from border to border miss most the old Stone Bridge, probably the city's best known landmark.

"Send me a chip from the old Stone Bridge" has been the plea from homesick natives whose paths have taken them from the shadow of the cut stone arches to the distant climes.

The bridge has carried the Baltimore and Ohio Railroad across the Ohio River for five years short of a century, and never in all that time has there been a day when trains have not passed over the bridge, hauling the commerce of the nation between the east and west.

The Stone Bridge, over a mile and a half long, at the time of its construction in the period between 1867 and 1871, was the longest stone arch bridge in the United States. Three sandstone piers, seated on bedrock under the river's surface, carry the three main spans, and along 31st St. in Bellaire, a long series of stone arches having the appearance of an ancient Roman aqueduct, support the railroad tracks to West Hamilton St., where the bridge level equals the hillside and the bridge is ended.

Although fear was felt for the safety of the bridge during the ice gorge of 1917, the heaviest ever seen in this section of the Ohio River, the aged structure stood the test. With hardly a quiver, the massive stone piers, turned aside the veritable glacier of heavy blocks of ice which started south when rising waters and warm weather caused the gorge to break up.

Work on the construction of the bridge was started in 1867, and practically all of the stone was quarried in the district immediately contiguous to Bellaire. The stone was cut in the area where the City Park now stands, and was ferried the short distance downriver to the bridge area. Quite a number of men were drafted from the farms in the city's vicinity to learn the stone cutting trade or to assist stone cutters in their work.

On May 7, 1871, the rails from each side of the bridge were connected and the first engine crossed over from the Ohio side

to West Virginia. At the throttle was Engineer Mat Fogarty, whose locomotive had been used to haul most of stone used in the Ohio side section of the bridge.

After Fogarty had made that memorable trip, Engineer James Sherry took another engine with five cars attached, for the first "real" trip over the bridge.

Over the years the Stone Bridge has meant much in many different ways to the Bellaire area, but the oddest story connected with the bridge has to do with the old football rivalry between Bellaire and Shadyside.

In the ancient days, Bellaire High played its home games at the old Riverview Park, in the north end of the city, now occupied by an industrial area. The annual tussle between the Shadeans and the Big Reds was a home game for Bellaire, with the Orange traveling north for the game, and thus having to pass under the Stone Bridge. The Shadeans brought many a good team to Bellaire, but never could they best the Reds, and eventually the legend grew that Shadyside was beaten just as soon as the team passed under the Stone Bridge.

For the season of 1934, the present Nelson Stadium was constructed on W. 26th St., and the Bellaire and Shadyside teams squared off in the opening game of the season, and also the dedication of the stadium. That year the Orange did not have to pass under the Stone Bridge, and the hopes of the Shadyside followers were high.

So strong had the legend of the bridge become that the Bellaire team, which dressed at the high school building, traveled to the field along Washington St., coming back over W. 26th St. and thus bypassing the Stone Bridge arches on Belmont St.

When the smoke of the battle had cleared away, Shadyside had won, 7-0, for its first football victory over the Reds in the long series. Whether Shadyside had the better team, or whether the legend that the Orange was beaten when it passed under the Stone Bridge, was the prime factor for the 1934 victory, is a matter of conjecture. Certainly stranger things have happened