

Hott suspension bridge A0323

Site Type	footbridge over the River North Tyne
Site Name	Hott Suspension Bridge
Other Name(s)	
Ownership	Northumberland C. C, County Hall, Morpeth. NE61 2EF [?]
Related Sites	Thorneyburn Station A0291, Hott Lodge A0319, School House A0320,

LOCATION

National Grid Reference	NY 7758 8612	Km Square	NY 7786
TAG 2006 Atlas : Map	M1	Air Photo. No	Run-E--OS/74062--074

Modern Parish	Tarset and Greystead
Historic Parish & Township	Thorneyburn – Thorneyburn, Greystead – Smalesmouth,

LISTINGS

Scheduled Ancient Monument	X	Listed Grade 2	NHLE	1044858
National Monument Record	X	English Heritage Pastscape		X
Historic Environment Record	7015	HVA		X
Grundy	GREY 12	Tarset Books		MM- 18 LX-

EVIDENCE

Extant

DESCRIPTION

The bridge is a suspension footbridge across the River North Tyne with a single span of just over 121 feet (36.7m) The piers are tapered towers built of coursed squared sandstone masonry capped by a plinth resting on a tabling with ornamental corbels. Each pier has a central round-headed arch leading to the footway and is approached by steep, well-worn stone steps. The steps on the north side are higher and are carried on a round-headed arch as this bank of the river is lower than the southern, and the bridge deck is therefore higher relative to ground level. The northern steps have timber handrails on both sides. This pier also has an OS benchmark cut into its western wall. (Level 392.2 ft, 1862, Liverpool Datum) The bridge deck and side handrails are timber and have obviously been renewed. The deck is hung from the suspension rods by thirteen pairs of vertical rod hangers which are 3/4 in. diameter and are joined to transverse straps which support the deck but are not connected to it. The suspension rods vary in diameter from about 1 5/8 in. near the piers, to 1 3/8 in. in the centre. The rods are spaced at four feet centres and are connected within the piers to anchor rods of approximately 1 1/4 in. diameter leading to buried anchors. There are timber braces fixed between the deck and timber beams set in both piers, nevertheless the bridge oscillates readily, even with one person crossing.

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IMAGES

None.

NOTES

The bridge was erected by public subscription at a cost of £170 and opened in 1854. (1) No reference has been found to the reasons for building this bridge, but two seem possible; to give access to the railway, and to enable children to get to school. The second of these seems the most likely; the Presbyterian School at Hott had opened in 1851 and was open to children of all denominations. A significant number of children from Thorneyburn attended this school and it would have been a hazardous journey for them, particularly in the winter if they could only cross the Tyne at a ford or on stepping stones. (see also A0320). If the bridge was built with access to the railway in mind, it suggests considerable optimism on the part of the promoters. the Railway Plans had only been deposited at the end of November 1853, and the Act of Parliament was obtained in 1854. The railway would not actually open to Thorneyburn station until 1861. [MSM]

REFERENCES

1	Kelly's Directory of Northumberland, 1902, p141.	
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