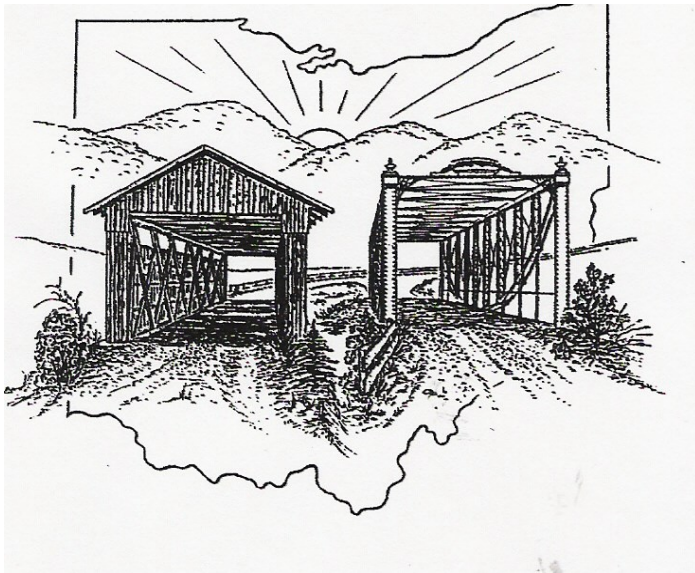


Latest Ohio Historic Bridge News



*Bridges
and
Byways*

Journal of the

Ohio Historic Bridge Association
Volume XXXVIII
Summer 2023
Number 3

Meeting Notes:

September 16, 2023 at 1:00 p.m.

Fall Bridge Tour:

Lynchburg Covered Bridge

Meeting Place: Community Room, Lynchburg Fire Department, 8123 State Route 135, South of Lynchburg, OH. Details on page 3.

Note: Meeting time has changed

November 19, 2023 at 1:30 p.m.

Business Meeting

Speaker: Dan Bennett, Former Bridge Engineer for Auglaize County.

Topic: Zenas King Bowstring Arch Bridge in Sidney, OH.

Place: Ohio History Connection in the Cardinal Room on the third floor. Ohio History Connection 800 E. 17th Avenue, Columbus, OH (Exit 111 off I-71)

October 14-15, 2023

Ashtabula Covered Bridge Festival

October 13-22, 2023

Parke County Indiana Covered Bridge Festival

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Renewal subscriptions are due by January 15, 2023. See page 7 for details.

Your mailing label has your subscription date above your name.

The OHBA Web site is now available at www.oldohiobridges.com/new/OHBA

OHBA is a not-for-profit organization incorporated in the State of Ohio and is recognized as a non-profit organization under 501 (c) 3 of the Internal Revenue Code.

The OHBA mailing address is

**Ohio Historic Bridge Association
PO Box 153
Galena, OH 43021-0153**



An Introduction to Section 106

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of projects they conduct, fund, permit, license, or approve throughout the country on historic properties. If a federal or federally assisted project has the potential to affect historic properties, a Section 106 review will take place.

Section 106 is an important tool for citizens to lend their voice in trying to protect and maintain historic properties in their communities before a final decision on a project is made. It also allows historical organizations to offer opinions on the historical aspects of the structure or properties requiring documentation through drawings, photographs and/or historic reports. From this input as well as other experts, a determination is made on how a project will affect the historical property and any steps necessary to reduce or even eliminate adverse project impacts.

When a federally funded project involves a potential historic bridge structure, ODOT assumes the responsibility for properly following the NHPA requirements, including consultation with the State Historic Preservation Office and more recently, OHBA. David Simmons was previously contacted for input on historic projects, but as president I have now taken over that role. Groups or individuals to whom ODOT reaches out are termed Section 106 Consulting Parties. OHBA fills out a form identifying our group and offering a rationale for identifying a bridge as historic. Once a bridge in the project is identified as historic, then, ideally, efforts are made to eliminate or minimize the project's impact on it.

We have provided input on several projects within the past year. Most recently, we were notified that the City of Cleveland planned to remove one of four vertical lift span truss bridges, the Eagle Avenue Bridge, over the Cuyahoga River. It was a vital link between the Scranton Peninsula, the Flats, and Downtown Cleveland. When completed in 1931, the bridge provided connections to the recently completed Union Terminal and facilitated the increased automobile and truck traffic relating to the Flat's industries. The structure had a hand in helping Cleveland



grow as a vital Midwestern city. A consulting firm for the city identified four alternatives, ranging from complete removal—the least expensive option—to replacing the structure with new structure in the same location to restoration as an active lift bridge, the most costly alternate. The city's choice currently is to remove the Eagle Avenue structure and use available maintenance funds to repair other historical lift bridges in the city. Although it is very disappointing to know that a historic structure will be lost due to neglect, we will try to make the best of it. With suggestions from David Simmons and Bill Vermes, we have requested that some of the important elements of the structure, i.e., the gears, a trunnion, sections of the lift cables, portions of the towers and the through Pennsylvania (Petit) truss be salvaged. These items could be displayed along with a marker in order to represent a part of Cleveland's industrial history and heritage on the nearby Scranton Flats Towpath Trail. A public "open house" was held on August 16, 2023, and these items were identified by ODOT as a necessary mitigation.

Another structure we had input on was a stone culvert replacement in Wood County. The culvert is estimated to have been constructed sometime between 1870 and 1920. The stacked stones include a top piece of over 10 feet in length! Unfortunately, the sandy backfill is being washed through gaps between the stones, creating holes in the pavement above. Repairs would not last long and would thus not be cost effective. So the replacement alternative has been recommended for a long lasting solution. Similar to the Eagle Bridge above, we will request salvaging some of the stones for reuse in some type of historic marker.

Doug Miller, PE

OHBA Fall 2023 Bridge Tour, Lynchburg Covered Bridge...David Simmons

OHBA Fall Tour

September 16, **1:00 p.m.**
Starting point: Community Room,
Lynchburg Fire Department
8123 State Route 135
South of Lynchburg, OH.

The two covered bridges in Clinton County are somewhat isolated from other historic bridges, but one of them, the Lynchburg Covered Bridge, was recently renovated and rededicated. This provides an opportunity for an in-depth exploration of this bridge and the recent project. We will meet in the Community Room at 1:00 p.m. and hear three presentations on the bridge and its project. First, Mayor Jamie Burton will provide the village perspective; secondly, the project design engineer Ron Mattox will explain his challenges; and lastly, Mike Killilea, president of The Righter Company, will outline the work on the bridge from the contractor's viewpoint. Following their presentations, we will visit the bridge itself. For those interested, we will proceed to the Martinsville Covered Bridge, which is about an eight-minute drive to the north.

Note: Lunch plans should be made by bridgers before the meeting.

Note: Matt Haldiman reported on the dedication ceremony for this bridge on page 5.

Through Ohio's Trusses..... David A. Simmons

Hivnor Card Company

For many historic bridge enthusiasts, photography goes hand-in-hand with a compulsion to track down intriguing old bridges. Recall that a fascination with covered bridges within a Zanesville-area camera club led to the founding of the Southern Ohio Covered Bridge Association (SOCBA), the forerunner of our own organization, in 1960.

One of SOCBA's early members, Floyd Hivnor of Zanesville, was able to convert this enjoyable pastime into a moneymaking venture by creating the Hivnor Postcard Company. He graduated from Zanesville High School in 1928 and never married. After serving in the Navy during WWII, he worked for the Bridges Novelty Company. While the company name is intriguing, it had nothing to do with covered bridges. A man named Thomas Bridges owned it, and the firm maintained coin-operated amusement machines in Zanesville and the surrounding area. In the early 1950s, he joined the Burke Art Ceramics Company pottery manufacturer as a salesman. While traveling on Ohio's back roads, he undoubtedly found time to search for and photograph covered bridges.

One obituary called Hivnor a "retired photographer," so the idea of creating a post card distributing company must have come naturally. I searched the index of corporate filings in Ohio from 1945 to 1975 and found no record of him ever completing incorporation paperwork with the state. As the solitary owner of the firm, he probably didn't see the need to pay the filing fee. That doesn't mean, however, that he didn't carefully organize his business. Each card had a unique five-digit number at the bottom of the address side and what appeared to be a printer's symbol of a capital "K" overlaying a diamond shape in a corner. As of yet, I haven't been able to identify the printing company with which he worked.

The postwar period in America was a boom time for postcards, especially those known as "photochrome" cards, featuring actual photographs reproduced in color separations and printed on glossy stock. Besides his own photographs, as one-time president of SOCBA, he incorporated the photographs of other early members of the group in his cards, including Anita Knight and Alice Dillon.

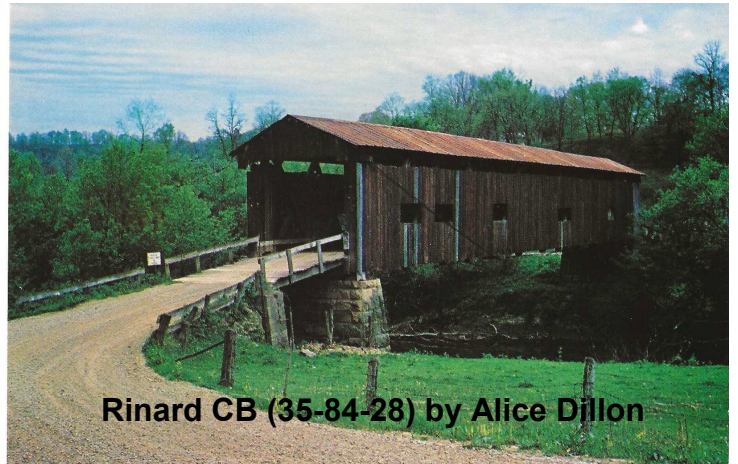
Through Ohio's Trusses continued..... David A. Simmons

Floyd Hivnor moved to Centerville, Indiana, in the early 1970s and lived there the remainder of his life, dying in 1998. Apparently, he did not take his postcard business with him. What follows are some examples of cards produced by the Hivnor Postcard Company.

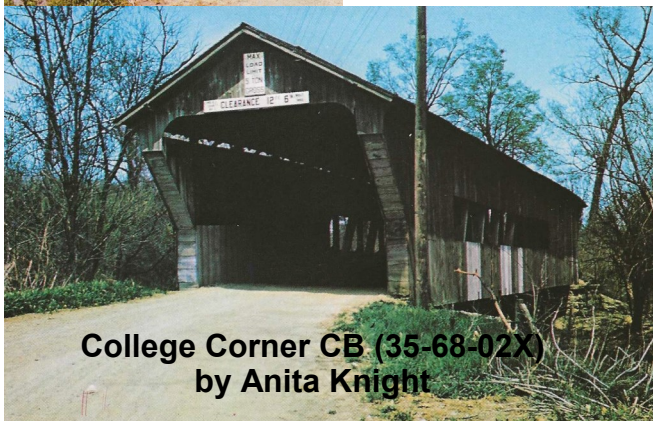


**Gunn CB (35-30-10)
by Anita Knight**

Postcards from the collections of David Simmons and Elma Lee Moore



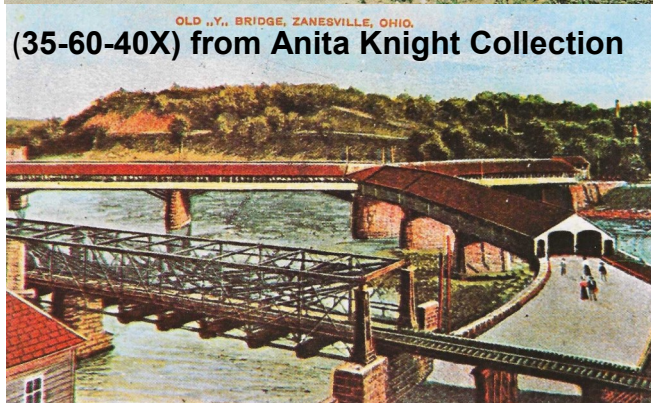
Rinard CB (35-84-28) by Alice Dillon



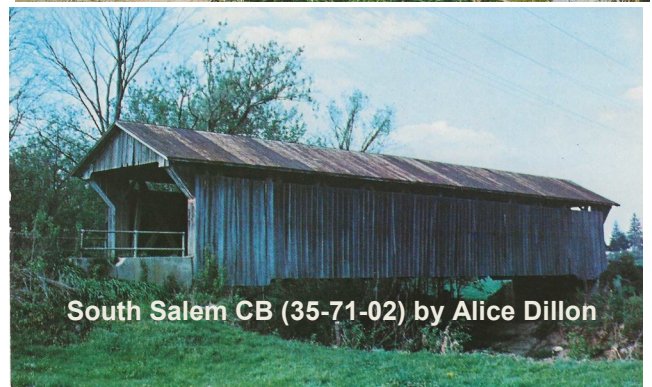
**College Corner CB (35-68-02X)
by Anita Knight**



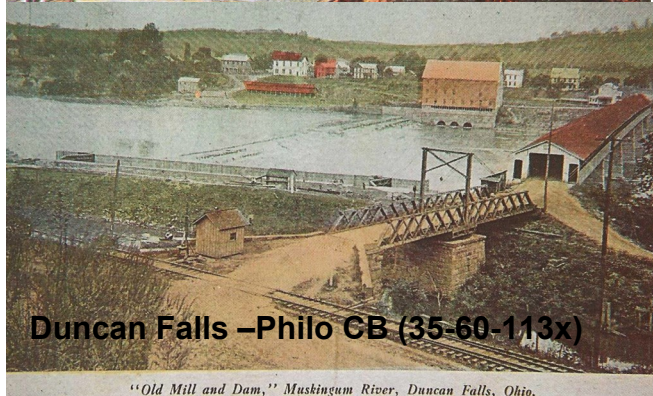
Swartz Mill CB (35-33-29x) by Anita Knight



**OLD MILL, BRIDGE, ZANESVILLE, OHIO.
(35-60-40X) from Anita Knight Collection**

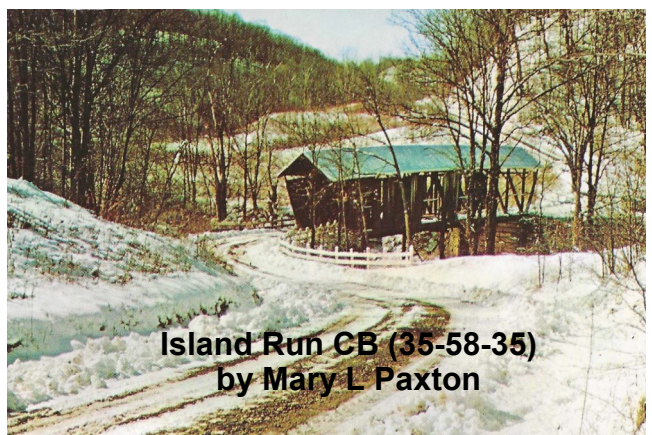


South Salem CB (35-71-02) by Alice Dillon



Duncan Falls –Philo CB (35-60-113x)

“Old Mill and Dam,” Muskingum River, Duncan Falls, Ohio.



**Island Run CB (35-58-35)
by Mary L Paxton**

Bridge News.....Elma Lee Moore, Matt Haldiman, David Simmons, Doug Miller, and Terry Miller.

Re-dedication of Lynchburg Covered Bridge.....Matt Haldiman

The Lynchburg Covered Bridge was rededicated on June 3, 2023 at 10:30 a.m. This bridge may be most well known for being the only covered bridge in the Ohio to span two counties (Clinton and Highland). However, it is actively maintained by Highland County. The Lynchburg Covered Bridge, a 120-foot Long Truss, spans the East Fork of the Little Miami River and was constructed in 1870. The bridge caught on fire (suspected arson) on January 29, 2019, which caused significant damage. After years of raising funds and selecting a contractor, the Righter Construction Company took on the project and completed significant interior and exterior work. This renovation also included a new brown exterior finish.



Photo: Matt Haldiman

Not only was the weather amazing, but the time, effort, and energy in the celebration made it one to remember. The celebration began with a ribbon cutting ceremony. This was followed by speeches by local community leaders, a discussion on the history of the bridge by the Ohio Historic Bridge Association President, Doug Miller, as well as a presentation down memory lane. This 30-40 minute “memory lane” presentation shared the history of the bridge, town, state, and world going decade by decade starting in the early 1800s. Each decade had its own historical figures or automobiles walk and drive across the bridge. This was a special treat considering the bridge has been for pedestrians only for many decades.

The presentation was followed by a picnic lunch and a car show. There was plenty of time to visit with friends, learn more history, and also spend time photographing this remarkable covered bridge.

Editor Note: The Fall Bridge Tour will focus on this bridge. See details on page 3.

New Books about Bridges.....Doug Miller, Terry Miller, and Elma Lee Moore

Cyndie L Gerken has written “Building the Bridges Along the National Road Through Ohio,” available on Amazon. Terry Miller’s and Ron Knapp’s book “Theodore Burr and the Bridging of Early America” will be available later this year on Amazon. It covers Theodore Burr’s persona in life and bridges.

Summer Picnic.....Doug Miller and David Simmons



Members were delighted to see a new addition to the grounds thanks to the Cash Family – a new picnic table under the sycamore tree. Members enjoyed a hearty picnic meal and were updated by Doug Miller about happenings in the bridge community. Entertainment was provided by Paul and Cindy Shivers who presented a variety of pop tunes music on the keyboard. Photo: Courtesy Doug Miller.

Brubaker Covered Bridge (35-68-06), Preble County.....Elma Lee Moore

WHIO in Dayton aired a special feature with County Engineer, Kyle Cross. The Brubaker Bridge was damaged over a year ago by a truck attempting to cross the bridge. The good news is that repairs are slated to begin soon. The reason for the delay was that the insurance company of the trucker was held liable for all of the repairs which amounted to over \$500,000 and it took considerable time to complete the claim.

Bridge News Continued

Spring Bridge Tour, Southern Fairfield County...David Simmons, Doug Miller and E.L. Moore



This tour included a number of items that were not bridges. Viewed along the way were the **Crumley Farm, Thomas Farm House, Zane's Trace, Mt. Carmel German Reformed Church, Stonewall Cemetery, and Loy Log House.** The first bridge viewed was the **WPA Suspension Bridge** built in 1936 to provide access to the prehistoric Cross Mound Park. It is now part of the Fairfield County Parks District and was extensively rebuilt in 1996. The second stop was **The Hanaway Covered Bridge (35-23-15)** built in 1901 by J. W. Buchanan. The third was **The Johnson Covered Bridge (35-23-16)** built in 1887 by August Borne-man and the Hocking Valley Bridge Works. Lunch was held in the shelter house at Ed Wolfe Park. The next stop after lunch was **Mink Hollow Covered Bridge (35-23-43)**, listed as being built in 1887 but it is likely a much older bridge and contrasts to the Hanaway Bridge. The last bridge viewed was the **George Hutchins Covered Bridge (35-23-13)**, built in 1904 by J. W. Buchanan. Since a wedding party was setting up we did not view it in much detail. However, there was a significant sag in the bridge. *All photos courtesy of Doug Miller*



County Engineers Association of Ohio (CEAO) Bridge Conference.....Doug Miller

I attended the annual County Engineers Association of Ohio Bridge Conference on August 8-9 and there were two historic bridge awards presented. The first was the Lynchburg Covered Bridge project located in Lynchburg, which is where we will be visiting on our Fall 2023 Bridge Tour (see page 3). The second was the Great Stone Viaduct in Bellaire. I gave a short talk at the ribbon cuttings for both of these projects. There were also presentations on the now completed new Spellacy Covered Bridge in Holmes County. It is a two-span timber truss designed by John Smolen. (Elma Lee Moore had a good update in the Spring 2023 B&B.) Another presentation was an emergency "Over Span" truss bridge on Cherry Valley Road near Newark. It spans over a 3-span, filled masonry arch structure originally built in 1835 as an aqueduct on the Granville Feeder Canal part of the Miami & Erie Canal System transporting canal boats. It then changed to horse drawn traffic, electric streetcars, and finally highway traffic. The structure has undergone numerous rehabs and repairs but finally had to be closed. The fix was to build a truss bridge spanning the entire structure resting on two new abutments just outside of the original ones at either end. US Bridge calls it Liberty Bridge. It can be reused in other locations. I think it is based on the "Bailey" type bridges used in World War II for a quick but sturdy structure if a bridge had been destroyed.

Newton Falls (35-78-01) and Harpersfield (35-04-19) Bridges Updates.....Terry Miller

A recent visit to these bridges indicated the following: The Newton Falls bridge, damaged by a speeding car, now has a temporary support until permanent repairs can be made. The Harpersfield Covered Bridge has new abutments and the piers are under construction. It appears that possibly some reinforcements were put on the lower chords of the trusses which are still lying flat.

Hills Covered Bridge (35-84-24)..... Doug Miller

Truss rehabilitation work is nearing completion and will be completed by the end of August. The contractor will then move on to the flooring, new roof system, and the siding. They anticipate completion of the project in early October.

OHBA Officers & Membership Information

President: Douglas D. Miller, 7228 Pineview Dr., Englewood, OH 45322-2600 937-657-3563
(cell) dmiller94@woh.rr.com

1st VP: Bill Vermes, 12242 Webster Road, Strongsville, OH 44136 440-590-1976(cell)
bvermes@ymail.com

2nd VP: David Simmons, Ohio Historic Bridge Association, PO Box 153, Galena, OH 43021-0153 740-965-4023 (home) everetsherman1877@gmail.com

3rd VP: Matt Haldiman, 9388 Jerome Road, Dublin, Ohio 43017 330-421-4813 (mobile)
matt.haldiman@gmail.com

Treasurer: Joseph W. Charles, Jr., 726 Newark-Granville Rd., Granville, OH 43023-1451, 740-587-2266, jcd43023@gmail.com

Corres. Sec'y and Historian: C/O David Simmons at address above.

Rec. Sec'y: Janis Ford, 1489 Denbigh Dr., Columbus, OH 43220-2632, jford3@columbus.rr.com

Trustees: Ken & Linda Cash, 1657 Spruce St., Zanesville, OH 43701, 740-453-3840

Editor of Bridges & Byways: Elma Lee Moore, 4489 Choctaw Trail, Jamestown, OH 45335
937-675-9115 elmphd@aol.com

Web Master: Pat Hoffmannbeck, 2457 Willis Rd., Dublin, Oh 43016,
614-579-3823 phoffmannb@gmail.com

DUES: Senior (age 55 and over) \$8; Student \$8; Single \$10; Family \$15; Contributing \$25; Supporting \$40; Life \$250. Annual dues include subscription to Bridges & Byways, quarterly journal of the OHBA. Dues period is the calendar year. Dues paid after October 1st cover the succeeding year. Renewal dues to be paid by 1/15.

Please fill out the membership application form below and send it with your check made out to the OHBA to **Mr. Joseph Charles at 726 Newark-Granville Rd., Granville, OH 43023-1451.**
Be sure to include your 9 digit zip code.

I wish to join/renew (circle) membership with the OHBA.

My name is _____

My mailing address is _____

City _____ State _____ Zip Code(9 digit) _____

My email address is _____

My phone number is _____

Enclosed is my check made out to the OHBA in the amount of _____ for a _____ year senior/single/family/contributing/supporting/life/student (circle) membership.

Ohio Historic Bridge Association
PO Box 153
Galena, OH 43021-0153

Return Service Requested



**Spring Bridge Tour, May 20, 2023, Northern Fairfield County
Mink Hollow Covered Bridge**

Bridgers attending: Doug Miller, Bob and Bernadette Weston, Harry and Nancy Campbell, Todd Lenz, Elma Lee Moore, Leroy and Diana Gifford, David Simmons, Ron and Pam Frakes, Chris and Pam Waits, Sue and Ed Chapdelaine, Joe Charles, Bob and Sharon Stileto, Rachel Noel, Matt Daner, Ivan Reed, and Matt Haldiman.

Photo courtesy of David Simmons