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The
AMERICAN ANTIQUITIES
Journal

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ON THE ROAD... 33

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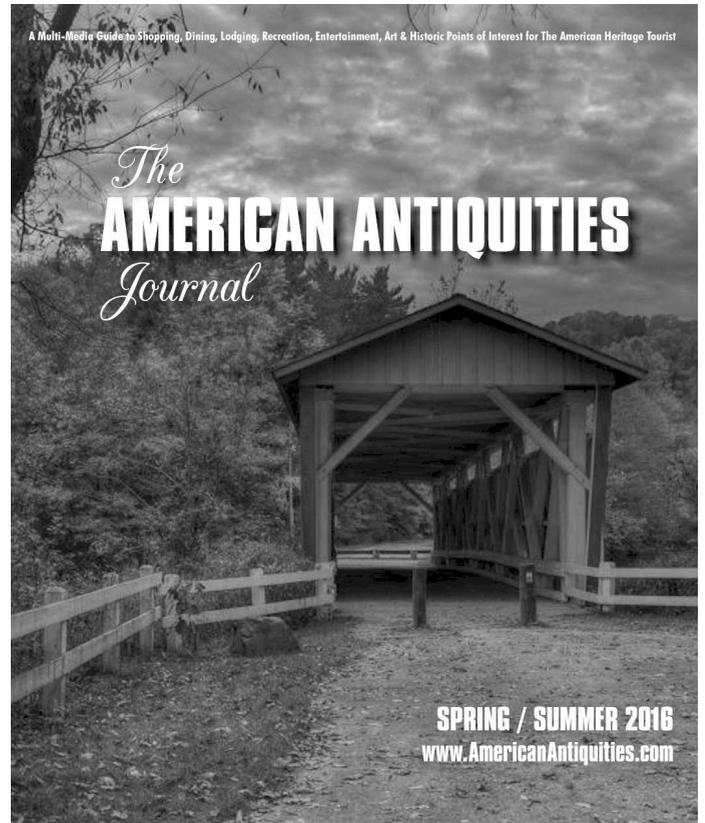
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About the Cover



Everett Covered Bridge, which crosses Furnace Run, is the only remaining covered bridge in Summit County, Ohio. But in the 19th century, it was one of over 2,000 in Ohio.

Creek crossings posed a challenge for early roads. Their treacherous nature is illustrated by the story of the origins of Everett Covered Bridge. Whether this incident actually led to the bridge construction is uncertain. However, it certainly represents the real hazards of the time.

On a winter night in 1877, farmers John Gilson and his wife had to cross Furnace Run when returning home from visiting friends. A winter storm had caused the waters to rise and ice to obstruct the ford they would have used. In passing around the ford, Mrs. Gilson was thrown into the stream. Mr. Gilson lost his footing and was dragged by his horse into deeper water. Mrs. Gilson was rescued, but Mr. Gilson's body was not recovered until four days later.

The story continues that the bridge was built in response to this tragedy. In truth, the date of construction is unknown and could have predated the drowning. However, clues suggest that it was built close to the time of the incident. The builders of Everett Covered Bridge used a truss pattern patented by Robert W. Smith of Tipp City, Ohio, in 1867. The popularity of covered bridges waned in the 1880s with the appearance of more durable iron bridges. Everett Covered Bridge was repaired at least twice after major damage. In 1975, rushing water from a spring storm lifted the bridge from its sandstone abutments and deposited the wreckage into the steam bed below. Local citizens, rallied by park friends group, began raising funds to rebuild the bridge. School children, local citizens, private organization, and governmental agencies all joined hands to secure funds for the historically accurate reconstruction, completed by the National Park Service in 1986. Everett Covered Bridge is located at 2370 Everett Road in Peninsula, Ohio.

The AMERICAN ANTIQUITIES Journal

Events Calendar

REGULARLY SCHEDULED EVENTS

1st full wkend every month except Aug Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH (937) 788-2058

3rd Sunday - April - October Burlington Antique Show Boone Co FG, Burlington KY (513) 922-6847

burlingtonantiqueshow.com

Sundays April - Oct 5

Antique & Flea Market Fairgrounds, Shawano WI (715) 526-9769

zurkopromotions.com

Every Sat Year-Round Flea Market Collette's Vintage, Burton MI (810) 715-1990

collettesvintage.com

Mon - Sat June 10 - Sept 3, 2016 Tecumseh Outdoor Drama Sugarloaf Mountain Amphitheater, Chillicothe OH (937) 775-4100

visitchillicotheohio.com

1st Sun every month May - Oct Tri-State Antique Market Lawrenceburg IN FG, Lawrenceburg IN (513) 738-7256

LawrenceburgAntiqueShow.com

Every Sat/Sun in Oct Haunted Adventures

Cornwell's Turkeyville, Marshall MI (269) 781-4293

Turkeyville.com

Every Sunday April 3 thru Oct. 2 Shawano Outdoor Flea Market Shawano Co FG, Shawano WI 715-526-9769

ZurkoPromotions.com

APRIL

2 - 3 Flea-n-Tique Montgomery Co FG, Dayton OH 937-256-5051

MontCoFair.com

2 - 3 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252

kanecountyfleamarket.com

2 - 3 Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH 937-788-2058

AmericanAntiquities.com/UrbanaAntiqueShow.html

7 - 10 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800

ScottAntiqueMarkets.com

9 - 10 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769

ZurkoPromotions.com

17 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847

BurlingtonAntiqueShow.com

23 - 24 Maysville KY Antique & Craft Expo King Burley Tobacco Warehouse, Maysville KY 606-656-4018

WashingtonLionsClub.com

23 National Civil War Show & Sale DuPage Co FG, DuPage IL 715-526-9769

ZurkoPromotions.com

29 - 30 Scott Antique Extravaganza Fayette Co FG, Washington Court House, OH 740-569-2800

ScottAntiqueMarkets.com

30 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252

kanecountyfleamarket.com

MAY

1 Tri-State Antique Market Lawrenceburg IN FG 513-738-7256

QueenCityShows.com

1 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252

kanecountyfleamarket.com

1 Scott Antique Extravaganza Fayette Co FG, Washington Court House, OH 740-569-2800

ScottAntiqueMarkets.com

7 - 8 Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH 937-788-2058

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7 - 8 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769

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8 Centreville Michigan Antique & Vintage Flea Market St. Joseph Co - Grange FG Centreville MI 715-526-9769

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12 - 15 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800

ScottAntiqueMarkets.com

15 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847

BurlingtonAntiqueShow.com

20 Friday Nights Uptown Partners Park, Marysville OH 937-642-6279

UnionCounty.org

27 Antigo Flea Market Langlade Co FG Antigo, WI 715-526-9769

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28 Grayslake Antique Market Midnight Flea Market Lake Co FG, Grayslake IL 715-526-9769

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JUNE

4 - 5 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252

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4 - 5 Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH 937-788-2058

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5 Tri-State Antique Market Lawrenceburg IN FG 513-738-7256

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9 - 12 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800

ScottAntiqueMarkets.com

10 Friday Nights Uptown Partners Park, Marysville OH 937-642-6279

UnionCounty.org

11 - 12 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769

ZurkoPromotions.com

18 Belvidere Late Night Flea Market Boone Co FG, Belvidere IL 715-526-9769

ZurkoPromotions.com

19 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847

BurlingtonAntiqueShow.com

24 - 26 Scott Antique Extravaganza Fayette Co FG, Washington Court House, OH 740-569-2800

ScottAntiqueMarkets.com

JULY

1 Antigo Flea Market Langlade Co FG Antigo, WI 715-526-9769

ZurkoPromotions.com

2 - 3 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252

kanecountyfleamarket.com

2 - 3 Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH 937-788-2058

AmericanAntiquities.com/UrbanaAntiqueShow.html

2 - 3 Shawano Flea Market Shawano Co FG, Shawano WI 715-526-9769

ZurkoPromotions.com

3 Tri-State Antique Market Lawrenceburg IN FG 513-738-7256

QueenCityShows.com

7 - 10 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800

ScottAntiqueMarkets.com

7 - 10 Toy Show & Barn Sale Iola Old Car Show Grounds, Iola WI 715-526-9769

ZurkoPromotions.com

9 - 10 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769

ZurkoPromotions.com

9 - 10 Shop 'til You Drop Garage Sale/Flea Market Hara Arena, Dayton OH 937-256-5051

haracomplex.com

10 Centreville Michigan Antique & Vintage Flea Market St. Joseph Co - Grange FG Centreville MI 715-526-9769

ZurkoPromotions.com

15 Friday Nights Uptown Partners Park, Marysville OH 937-642-6279

UnionCounty.org

17 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847

BurlingtonAntiqueShow.com

28 - 30 Int'l Antique Lamp Show & Sale Crowne Plaza Hotel, Louisville KY 502-232-0678

AladdinCollectors.org

AUGUST

5 Friday Nights Uptown Partners Park, Marysville OH 937-642-6279

UnionCounty.org

6 - 7 Antique Show & Sale at The Harvest Festival Village of Zoar OH 330-874-3011

HistoricZoarVillage.com

6 - 7 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252

kanecountyfleamarket.com

7 Tri-State Antique Market Lawrenceburg IN FG 513-738-7256

QueenCityShows.com

11 - 14 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800

ScottAntiqueMarkets.com

The AMERICAN ANTIQUITIES Journal

Events Calendar

12 - 13 All Ohio Balloon Fest Union Co Airport, Marysville OH 937-644-9111 UnionCounty.org

13 Somerset Antique Show Streets of Somerset PA 814-445-6431 somersetpa.net

13 - 14 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769 ZurkoPromotions.com

14 Centreville Michigan Antique & Vintage Flea Market St. Joseph Co - Grange FG Centreville MI 715-526-9769 ZurkoPromotions.com

20 Wheaton All Night Flea Market DuPage Co FG, Wheaton IL 715-526-9769 ZurkoPromotions.com

21 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847 BurlingtonAntiqueShow.com

26 - 28 Scott Antique Extravaganza Fayette Co FG, Washington Court House, OH 740-569-2800 ScottAntiqueMarkets.com

SEPTEMBER

3 - 4 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252 kanecountyfleamarket.com

3 - 4 Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH 937-788-2058 AmericanAntiquities.com/ UrbanaAntiqueShow.html

3 - 4 Antigo Flea Market Langlade Co FG Antigo, WI 715-526-9769 ZurkoPromotions.com

4 Tri-State Antique Market Lawrenceburg IN FG 513-738-7256 QueenCityShows.com

8 - 11 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800 ScottAntiqueMarkets.com

10 Festifair Arts & Crafts Festival Uptown Marysville OH 937-642-6279 UnionCounty.org

10 - 11 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769 ZurkoPromotions.com

16 - 18 Ohio Fish & Shrimp Festival Freshwater Farms, Urbana OH 800-634-7434 fwfarms.com

18 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847 BurlingtonAntiqueShow.com

23 - 25 Covered Bridge Blue Grass Festival Pottersburg Bridge, North Lewisburg OH 937-642-6279 CoveredBridgeFestival.com

24 National Civil War Show & Sale DuPage Co FG, DuPage IL 715-526-9769 ZurkoPromotions.com

30 Scott Antique Extravaganza Fayette Co FG, Washington Court House, OH 740-569-2800 ScottAntiqueMarkets.com

OCTOBER

1 Cranberry Fest Antique Market Downtown Eagle River WI 715-526-9769 ZurkoPromotions.com

1 - 2 Kane County Flea Market Kane Co FG, St. Charles IL 630-377-2252 kanecountyfleamarket.com

1 - 2 Urbana Antique Show & Flea Market Champaign Co FG, Urbana OH 937-788-2058 AmericanAntiquities.com/ UrbanaAntiqueShow.html

1 - 2 Scott Antique Extravaganza Fayette Co FG, Washington Court House, OH 740-569-2800 ScottAntiqueMarkets.com

2 Tri-State Antique Market Lawrenceburg IN FG 513-738-7256 QueenCityShows.com

6 - 9 Scott Antiques Market Atlanta Expo Ctr, Atlanta GA 740-569-2800 ScottAntiqueMarkets.com

8 - 9 Grayslake Antique Market Lake Co FG, Grayslake IL 715-526-9769 ZurkoPromotions.com

8 - 9 Ashtabula County Covered Bridge Festival Dntn Jefferson OH 440-576-3769 CoveredBridgeFestival.org

8 - 9 Shop 'til You Drop Garage Sale/Flea Market Hara Arena, Dayton OH 937-256-5051 haracomplex.com

9 Centreville Michigan Antique & Vintage Flea Market St. Joseph Co - Grange FG Centreville MI 715-526-9769 ZurkoPromotions.com

16 Burlington Antique Show Boone Co FG, Burlington KY 513-922-6847 BurlingtonAntiqueShow.com

29 Wheaton Haunted Halloween All Night Flea Market DuPage Co FG, Wheaton IL 715-526-9769 ZurkoPromotions.com

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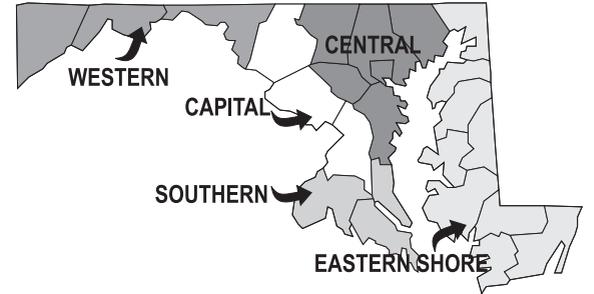


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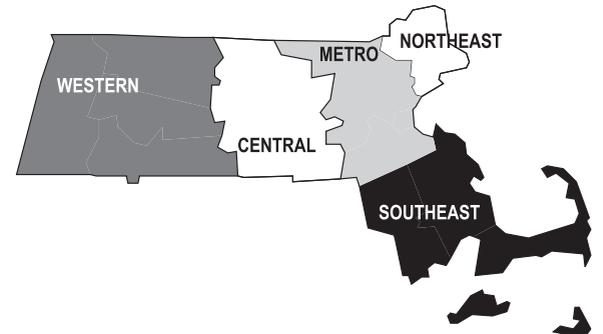
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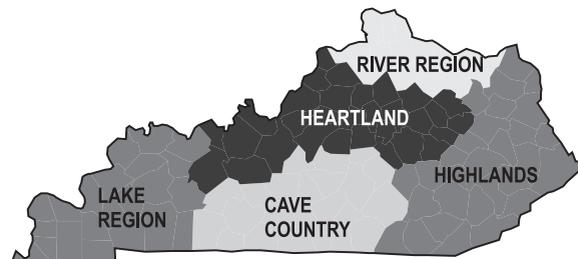
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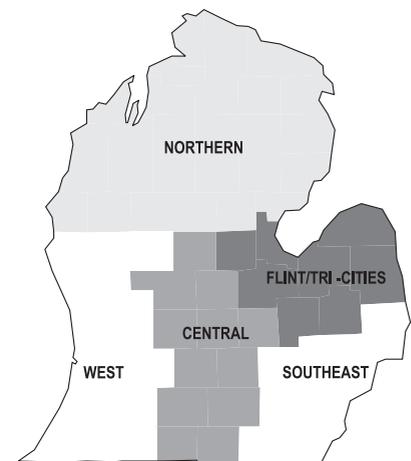
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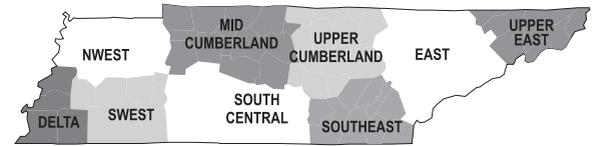
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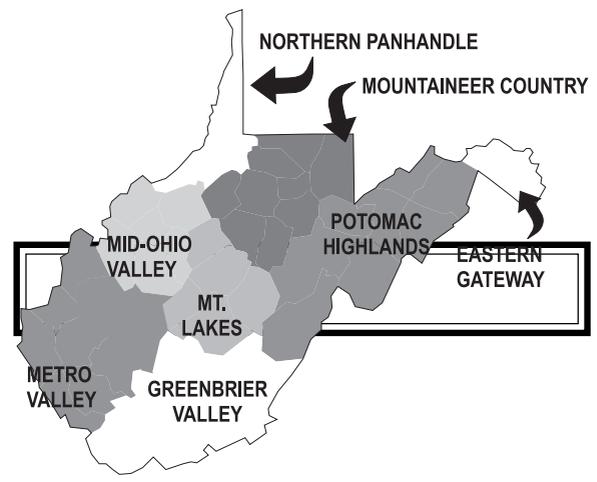
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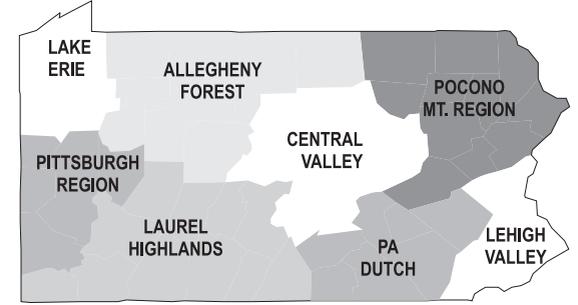
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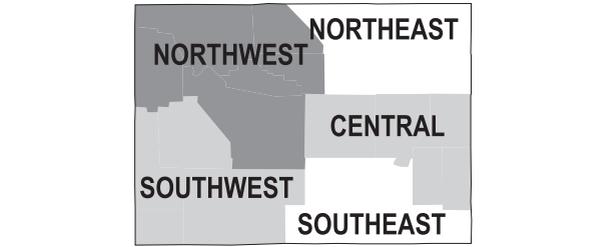
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WYOMING



CITY	REGION	PG
Gillette	NORTHEAST	33

THE WEEPING LADY



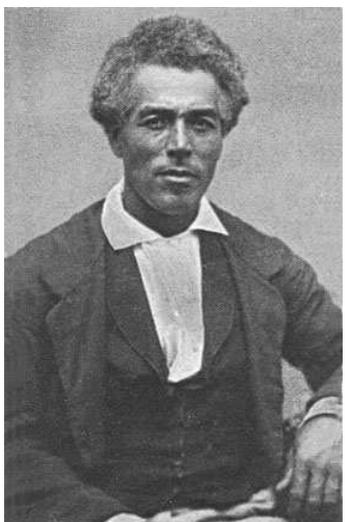
Yes, there really is a town named Revenge, in Fairfield County, Ohio. Located near Lancaster it's less an active, populated village than a ghost town these days, but many things still remain—the general store, now a house, the quarry...and the Johnson Covered Bridge, which has been moved to a small park and blocked off as an historical curiosity.

A woman has haunted the bridge since long before it was retired from service. No one knows for sure who she is, but there are stories. In one version, she fell into Clear Creek and drowned while helping to guide the horses drawing her family's buggy during a thunderstorm. Another tale has the woman learning of her husband's infidelity and killing herself at the bridge, either by jumping or hanging herself beneath it.

The woman's ghost stayed with the bridge and now haunts it as it sits in the park. You might see her form inside some evening, pacing it from end to end, or standing at one entrance, looking out. Most often she's seen to beckon to people. If you obey her call, who knows what might happen to you? ■

From Slave to Bridge Builder

Covered wooden bridges have long captivated the American imagination. More than quaint relics of horse and buggy days, these remarkable achievements in civil engi-



neering helped forge the physical and economic growth of the United States for over a century. By the 1870s, more than 10,000 covered bridges spanned the American landscape. Today,

roughly 750 remain, with the majority located in Pennsylvania, Ohio, Vermont, Indiana, New Hampshire, and Oregon.

Horace King was a successful bridge architect and builder in west Georgia, northern Alabama and northeast Georgia in the period between the 1830s and 1870s. He was born a slave on September 8, 1807 in Chesterfield District, South Carolina. King's ancestry was a mix of African, European, and Catawba Indian. Taught to read and write at an early age, he had become a proficient carpenter and mechanic by his teenage years. Records indicate King spent his first 23 years near his birthplace, with his first introduction to bridge construction in 1824. In 1824, bridge architect Ithiel Town came to Cheraw, South Carolina to assist in the construction of a bridge over the Pee Dee River. While it is unknown whether King assisted in the construction of this

bridge or its replacement span built in 1828, Town's lattice truss design used in both Pee Dee bridges became a hallmark of King's future work. When King's master died around 1830, King was sold to John Godwin, a contractor who also worked on the Pee Dee Bridge. King may have been related to the family of Godwin's wife, Ann Wright. In 1832, Godwin received a contract to construct a 560-foot bridge across the Chattahoochee River from Columbus, Georgia to Girard, Alabama, today Phenix City. Godwin and King moved from Columbus to Girard in 1833. The pair began many other construction projects, including house building. They built Godwin's house first, then King's. King and Godwin built nearly every early house in Girard.

The two then went on to build the courthouses of Muscogee County, Georgia and Russell County, Alabama and bridges in West Point, Georgia, Eufaula, Alabama and Florence, Georgia. They built a replacement for their Columbus City Bridge between Columbus and Girard in 1841, because the original was destroyed by a flood in 1838. Godwin issued five-year warranties on his bridges because of his confidence in King's high quality work.

The Columbus City Bridge was the first known bridge to be built by King, who likely planned the construction of the bridge and managed the slave laborers who built the span. King worked for his master, John Godwin who owned a successful construction business. It is thought by scholars that Godwin sent King to Oberlin College in Ohio, the first college in the United States to admit African-American students, in the mid-1830s. Although King was a slave, Godwin treated him as a valued employee and eventually gave him considerable influence over his business. Horace King supervised many of Godwin's

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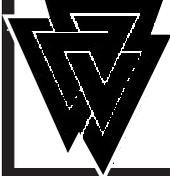
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Alabama State Capitol Steps

business activities including the management of construction sites. In 1837, during a time of financial difficulty, Godwin transferred ownership of King to his wife and her uncle, William Carney Wright of Montgomery, Alabama. This may have been done to protect King from being taken and

sold by Godwin's creditors. King was allowed to marry Frances Gould Thomas, a free woman of color, in April 1839. It was extremely uncommon for slave owners to allow such marriages, since Frances' free status meant that their children would all be born free.

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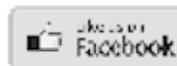
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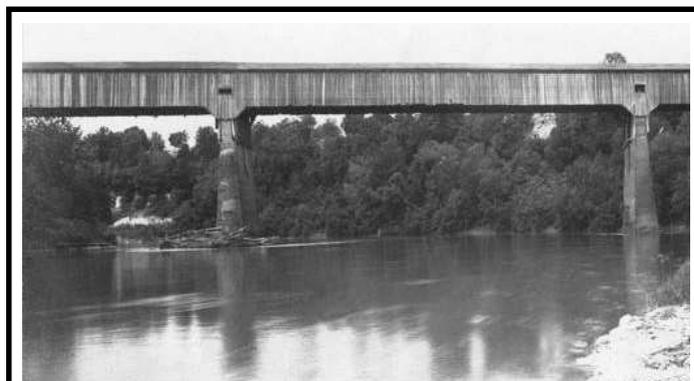
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The Chattahoochee River Covered Bridge

dition to building bridges, King constructed homes and government buildings for Godwin's construction company.

By 1840, King was being publicly acknowledged as being a co-builder along with Godwin, an uncommon honor for a slave. King's stature had surpassed that of his

working on the Chattahoochee River covered bridge in Eufaula, Alabama, King met Tuscaloosa attorney and entrepreneur Robert Jemison, Jr., who soon began using King on a number of different projects in Lowndes County, Mississippi, including the 420-foot Columbus, Mississippi Bridge. Jemison would

remain King's friend and associate for the rest of his life. King bridged the Tallapoosa River at Tallassee, Alabama in 1845. Later that same year he built three small bridges for Jemison near Steens, Mississippi, where the latter owned several mills.

Despite his enslavement, King was allowed a signifi-

cant income from his work and, in 1846, used some of his earnings to purchase his freedom from the Godwin family and Wright. However, under Alabama law of the time, a freed slave was only allowed to remain in the state for a year after being liberated. Jemison, who served in the Alabama State Senate, arranged for the

state legislature to pass a special law giving King his freedom and exempting him from the manumission law. In 1852, King used this freedom to purchase land near his former master. When Godwin died in 1859, King had a monument erected over his grave.

SEE "KING" Page 10

"KING" Cont'd From Page 9

In 1849, the Alabama State Capitol burned, and King was hired to construct the framework of the new capitol building, as well as design and build the twin spiral entry

Carrollton, Georgia, near Whitesburg. Instead of collecting a fee for his work, King took stock instead, gaining a one-third interest in the bridge. King moved his wife and children to the bridge

1850s, including a major bridge in Milledgeville, Georgia and a second Chattahoochee crossing in Columbus, Georgia.

During the Civil War, King continued to work on construction projects usually for the Confederacy including a building for the Confederate navy near Columbus, Georgia. Confederate officials also forced King to block several waterways to prevent Union access to strategic points in Georgia and Alabama.

Many of King's bridges were destroyed by Union troops including Moore's Bridge in July 1864. When Union soldiers attacked Columbus, Georgia in April 1865, they burnt all of King's bridges in that city, including the one he had finished less than two years earlier.

The destruction of the war led to new opportunities for King. Within six months after the war's end, King and a partner had constructed a 32,000-square-foot cotton warehouse in Columbus and King had, for the third time rebuilt the original Columbus

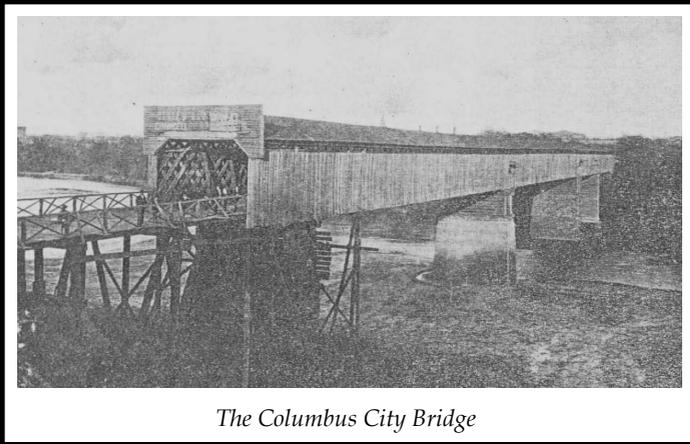
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The Columbus City Bridge

staircases. King used his knowledge of bridge building to cantilever the stairs' support beams so that the staircases appeared to float, without any central support.

Around 1855, King formed a partnership with two other men to construct a bridge, known as Moore's Bridge, over the Chattahoochee between Newnan and

about 1858, although he continued to commute between it and their other home in Alabama. Frances King and their children collected the bridge tolls and farmed at Moore's Bridge. The earnings from Moore's Bridge allowed King a steady income, though he continued to design and construct major bridge projects through the remainder of the

City Bridge. Over the next three years, King would construct three more bridges across the Chattahoochee in Columbus, a major bridge in West Point, Georgia, two large factories, and the Lee County, Alabama courthouse.

In October 1864, his wife died leaving King a widower with five surviving children to care for. He remarried, immediately after the Civil War ended to Sarah Jane Jones McManus.

When the Reconstruction Acts were implemented in 1867, King became a registrar for voters in Russell County, Alabama. Later that year, he

attempted to establish a colony of freedmen in Georgia. While that plan was unsuccessful, King went on to be elected to the Alabama House of Representatives in 1868 as a Republican representing Russell County. King, though, busy in his construction business in Columbus, did not take his seat until over a year later, in November 1869. King remained a reluctant legislator, voting only 78% of the time and proposing only three bills, none of which became law. Despite his inaction, King was re-elected in 1870, proposing no

SEE "KING" Page 11

KEY TO CATEGORY ABBREVIATIONS

(Located in Parenthesis behind business name in map listing)

A - Art & Interior Design, Drapery & Custom Framing, Art supplies & classes, Prints
AC - Antique & Collectibles Show
AD - Antiques Dealer
AE - Antique Electronics
AF - Antique Furniture
AH - Amish Furniture
AM - Antiques Mall
AR - Architectural
AS - Antiques Show
AT - Antique Tools
AV - Advertising Collectibles
B - Bed & Breakfast
BK - Book Store, Christian Books
C - Sales, Supplies & Instructional Classes for Quilts, Ceramics, Crafts, etc.
CA - Certified Appraiser
CAN - Candles and related, Candle Making
CD - Cards, Handmade Victorian, etc.

CI - Christmas Items
CL - Antique Clocks, Clocks, Clock Repair
CN - Coins
CO - Cottage
D - Dolls, Dollhouses, Doll Repair & Restoration & Related Items
DA - Dealer Association, Merchants Association
E - Eateries, Coffee Houses, Tea Room, Fountain Service
F - Flea Market
FA - Firearms & Related items
G - Gifts, Decorative Accessories, Collectibles, Hobbies, Lace, Mantel Scarves, Gift Baskets
GD - Gardens, Produce, Herbs, Fresh & Dried Flowers, Garden Items
GF - Glass Factory
GL - Glassware, All types of Art Glass, Depression, etc.

H - Auction House or Service, Households, Real Estate, Estates Buying
I - Vintage Musical Instruments, Pianos
IA - European Antiques, European furniture, English Antiques, Oriental Furniture
ID - Interior Design
J - Jewelry, Estate Jewelry, Costume Jewelry
L - Lodging
LS - Lamps, Globes, Lamp Shades, Lighting Supplies, Lanterns, Kerosene Lamps
M - Museums & Historical Sites / Re-enactment Supplies, military
OT - Old Toys
P - Pottery, Porcelain, Hand-crafted art & gifts, Stoneware
PA - Primitive Furniture & Folk Art, Primitive home decor

PF - Hand-crafted New Period Furniture, Amish Furniture, Furniture Refinishing, Repair, Hardware, Refabricated from Scrap & Salvage Materials
Q - Quilts, Old and New, Afghans
R - Rugs, Imported Oriental Rugs
RE - Reproductions for Home & Garden
RI - Wrought Iron
RR - Trains & Railroad related
RS - Resale Goods, Consignment Shop, Thrift Shop
RT - Retro, Mid-Century
SC - Shabby Chic
SG - Stained Glass, Stained Glass Repair
T - Travel & Tourism Info, City Activities Center
TC - Tin Crafting
U - Upholstery
V - Vintage Clothing, Patterns, Accessories, Vintage Textiles, Linens
VA - Vintage Auto
VF - Vintage Furnishings

FAIRS, FESTIVALS AND ANNUAL EVENTS

Ohio Fish & Shrimp Festival

Celebrate the 15th annual Ohio Freshwater Shrimp Harvest this year September 16th-18th just south of Urbana OH at Freshwater Farms of Ohio! Here you can get your fill of mouth-watering seafood selections while enjoying live music on the stage, multiple vendors, games and activities for the whole family.

Kids love the live displays of fish, frogs, turtles and other native critters. They can also participate in the Trout Feeding Frenzy, dig in the sand castle play zone and pet Ohio's largest native fish, Flipper the sturgeon, in the famous sturgeon pool.

Other activities for kids include gem mining, face painting, and two bounce houses. They can take a treasure hunt that leads to buried treasure they can keep. Cedar Bog also presents an educational booth with activity, and NAMI makes balloon animals for donations.

Stuff yourself in the Shrimp Peeling & Eating Contest where entrants battle it out to see who can peel and eat their plate of freshwater shrimp the fastest. This contest only takes place once during the festival, so bring your appetite and be prepared to stuff yourself! The winner will receive a \$50 Freshwater Farms gift certificate and bragging rights.

Visitors can enjoy the country atmosphere at the farm and take home a souvenir t-shirt! Before leaving, though, swing by the fish farm market for a taste of gourmet smoked trout products. Freshly harvested shrimp, as always will be for sale beginning Saturday morning at 10am until sold out.

Freshwater Farms of Ohio is located at 2624 N US Hwy 68, Urbana OH. For information, you may call 937-652-3701, 800-634-7434 or visit their website fwfarms.com ■



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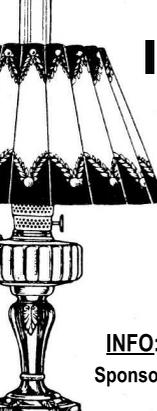
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"KING" Cont'd From Page 9
bills in the 1870-71 session and only five in the 1871-72 session, one of which, a prohibition on the sale of alcohol in Hurtsboro, Alabama, became law. King did not seek reelection in 1872.

After King left the Alabama Legislature in 1872 he moved with his family to LaGrange, Georgia. While in LaGrange, King continued building bridges, but also expanded to include other construction

projects, specifically businesses and schools. By the mid-1870s, King had begun to pass on his bridge construction activities to his five children, who formed the King Brothers Bridge Company. King's health began failing in the 1880s, and he died on May 28, 1885 in LaGrange.

King received flattering obituaries in each of Georgia's major newspapers, a rarity for African-Americans in the 1880s South. King was

posthumously inducted into the Alabama Engineers Hall of Fame at the University of Alabama in 1989. The award was accepted on his behalf by his great grandson, Horace H. King, Jr.

For more than a century the achievements of King have been well known in the Lower Chattahoochee River Valley. Local writers and chambers of commerce proudly proclaim their Horace King bridges or buildings even when there is

little or no real historical evidence to verify many of the claims.

In 2004 the Horace King Overlook, a deck attached to the historic Bridge House at RiverFront Park in Albany, Georgia, was dedicated in King's honor. The overlook's structure includes a miniature replica of one of King's covered bridges. King is remembered for both his engineering skill and for his character. ■

THE COVERED BRIDGES OF ASHTABULA COUNTY, OHIO

Ashtabula County Covered Bridge Festival will be celebrating its 33rd Annual Festival with the 2016 Festival to be held October 8th and 9th, 2016.

At it's new location in Downtown Area of the Village of Jefferson. The Festival will take place on East Jefferson Street from Chestnut Street going East to the Railroad tracks.

The Ashtabula County Covered Bridge Festival is held in Jefferson Ohio on the 2nd full weekend in October from 9:00am to 5:00pm Saturday and 9:00am to 5:00pm Sunday. The Festival includes Official Souvenirs, Crafts, Entertainment, Demonstrations, a Quilt Show, Contests, a Parade, Kids Rides/Games, and Great Food! Free admission.

Continue reading for a list of Ashtabula County's 18 drivable bridges.

Netcher Road Bridge is a covered bridge spanning water in Jefferson Township, Ashtabula County, Ohio, United States. The bridge, one of the newest and one of currently 18 drivable covered bridges in the county, is a single span constructed of timber arches with inverted Haupt walls, in a "Neo-Victorian" design. It was built in 1998, and it was funded by an ODOT Timber Grant.

South Denmark Road Bridge was built in 1890, this Town lattice bridge spans Mill Creek. The 81-foot structure was bypassed in 1975, but is easily accessible.

Caine Road is the first Pratt truss bridge in Ohio was built in 1986 in honor of Ashtabula County's 175th Anniversary. The 124-foot long bridge traverses the west branch of the Ashtabula River in Pierpont Twp.

The Graham Road Bridge, which was built from remnants of a bridge washed downstream in the 1913 flood, now sits in a small park on

the south side of the road. The 97-foot Town Truss was over the west branch of the Ashtabula River in Pierpont Township.

Root Road Bridge is a 114-foot Town lattice built in 1868, Root crosses the Ashtabula River. It was raised 18 inches during the rehabilitation in 1982/83, and new laminated girders and a center concrete pier were added.

Middle Road Bridge is a 136-foot Howe truss bridge was built in 1868 over Conneaut Creek, which is the longest river in eastern Ashtabula County. It was reconstructed in 1984 with the help of three volunteers and four college students.

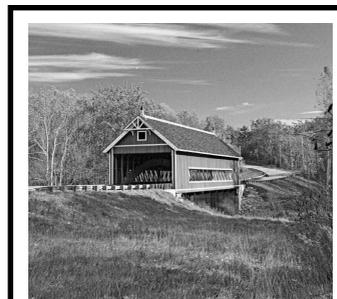
Containing 97,000 feet of southern pine and oak, the State Road Bridge was erected in 1983 across Conneaut Creek. The 152-foot Town lattice span was the first covered bridge designed and built by County Engineer John Smolen, Jr. A four-foot tall window extends the length of the bridge showing the Town lattice construction. The dedication of the bridge in 1983 was the forerunner of the Covered Bridge Festival.

The construction date of Creek Road Bridge, a 125-foot Town lattice bridge is unknown. It sits 25 feet above the Conneaut Creek and was extensively renovated in 1994.

A 138-foot Town lattice with Arch bridge, Benetka Road bridge was built about 1900 spanning the Ashtabula River. It was renovated in 1985. A laminated arch 9-inches wide and 38-inches thick was added to the length of the bridge.

Located on Dewey Road in Plymouth Township, Olin bridge is the bridge named for a family. The Olin's have owned property next to the bridge since it was built in 1873. The 115 foot Town lattice structure over the Ashtabula River was renovated in 1985.

Pratt truss construction was used for Giddings Road bridge, a 107-foot bridge built in 1995 with funding from an ODOT Timber Grant. It



Netcher Road Bridge

crosses Mill Creek in Jefferson Twp.

A 94-foot long Town lattice bridge built in 1868, Doyle Road bridge spans Mill Creek. Mill Creek is a tributary of the Grand River. This bridge was renovated in 1987 when a laminated arch was added.

Harpersfield Bridge, a two-span Howe truss bridge is 228-feet long and used to be the longest covered bridge in Ohio. It spans the Grand River, which is the primary drainage channel of western Ashtabula County. The bridge was built in 1868 and is listed in the National Register of Historic Places. Located in the County Metro Park it is a great place to picnic. A flood in 1913 washed soil away from the north end of the bridge and changed the river channel. The steel bridge was then attached. A walkway was added in 1991-92 when the bridge was renovated.

Liberty Street Bridge is located on West Liberty Street just west of Rt. 534 in Geneva. It's 18' span carries traffic across Cowles Creek. Completed in 2011 it became known as Liberty Bridge and it is the shortest covered bridge open to traffic in the US. It was constructed by the

A-Techschool who also constructed a small toll booth similar to what covered bridged had during pioneer

days.

Mechanicsville Road Bridge, the second longest single-span Covered Bridge in Ashtabula County, this 156 ft. Howe truss with arch was built over Grand River in 1867. The arch is 15 layers of 2 x 8 lumber encased by large beams which form the X's of the Howe truss. Believed to be the oldest of the County's covered bridges. This bridge was renovated in 2003-2004 and was once again opened to traffic in the spring of 2004

Riverdale Road Bridge is a 114-foot Town lattice bridge that sits high above the Grand River. It was built in 1874. The floor was rebuilt in 1981 and glue-laminated wood girders were added. Center steel bracing had been replaced under the bridge in 1945. The road at the east end of the bridge washed out in 1987, and a new concrete abutment was built for added support.

Located in a very picturesque area of the county, Windsor Mills Bridge spans Phelps Creek, a tributary of the Grand River. Built in 1867, the Town lattice sits atop cut stone abutments with unique center supports. One is of sandstone quarried nearby. The other, in contrast, is made from creek stone. Windsor Mills Bridge is also listed in the National Register of Historic Places. This bridge was renovated in 2002-2004 and was once again opened to traffic in the spring of 2004

Smolen Gulf bridge is located on State Road in Plymouth and Ashtabula Townships and was dedicated on August 26, 2008. Planning for the project began in 1995 when the annual bridge inspection showed severe deterioration of the existing iron bridge. John Smolen, then the Ashtabula County Engineer, was very concerned about improving the road alignment as well as the replacement of the deficient bridge. Preliminary engineer-

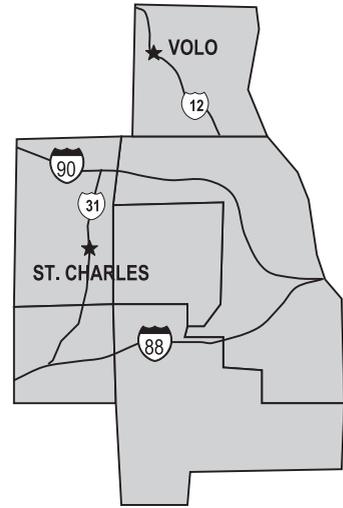
ing of the road realignment left a 600 foot gap to be spanned. Application was made for Federal funds allocated for bridges and in 2000 the County was awarded the amount of \$5 million. From 2001 through 2005 plans and specifications were developed, environmental studies and documents were prepared, additional road rights-of-way were secured, and wetland mitigation was completed. The Environmental Protection Agency and the U.S. Army Corps of Engineer permits were obtained.

Construction began mid-summer of 2006 with land clearing and earthen work. From August 2006 to July 2007, 171,000 cubic yards of earth were moved into place to provide the roadway to the new structure. The bridge piers and abutments comprised 7,000,000 pounds of concrete and nearly on-half million pounds of steel were used for reinforcement. The timber structure used 51,000 cubic feet of lumber or 613,000 board feet. This was enough wood to cover an entire football field to a thickness of 13 inches. Ashtabula County Highway Department crews constructed the block retaining wall, performed seeding and mulching, and installed storm drainage and various other construction components.

The bridge is of Pratt Truss construction. There is a five foot wide covered walkway on each side of the bridge. The bridge is the longest covered bridge in the United States at 613 feet. It boasts a clear width of 30' and a clear height of 14'6". It stands 93' above the Ashtabula River. The bridge will support full legal loads, including 80,000 pound tractor-trailer traffic and has a life expectancy of over 100 years.

For more information on the Covered Bridge Festival visit www.coveredbridgefestival.org. ■

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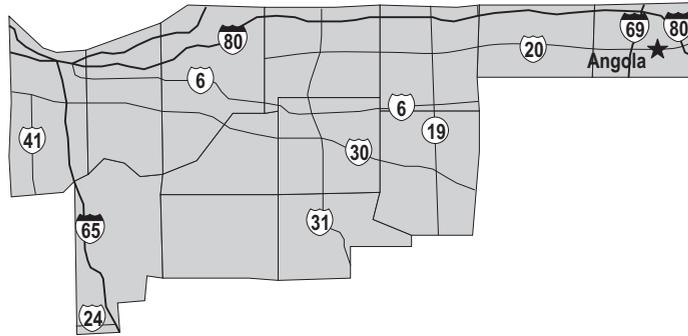
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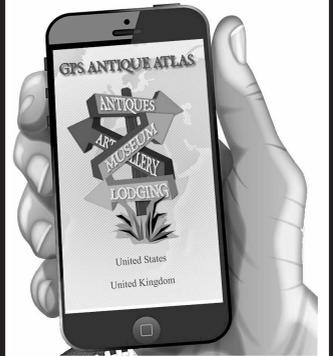


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Haunted Colville Covered Bridge

In the late 1700s covered bridges were being built in small towns all over Kentucky. At one point there were over four hundred of these magnificent wooden, covered

the National Registry of Historic Places. Since the 1930s, stories have been told about people entering the Colville, Kentucky covered bridge and



passages that provided protection for travelers, wagons, cargo, and cattle as they crossed a river or creek. Of all these bridges, there are only thirteen left, and of the thirteen, only four are still open to vehicular traffic. Most of these covered bridges were lost to fire, burned by troops on both sides during the Civil War. Today, all the remaining covered bridges are listed with

simply never coming out the other side, including a couple driving home from prom who swerved and crashed into the water below, and an old woman who collapsed and died while crossing. Today, people have reported seeing lights under the bridge, as though a car with its lights still on is underwater, and the sounds of an old woman coughing and crying for help.

THE JERICHO COVERED BRIDGE

Spanning the Little Gunpowder Falls in Kingsville, Maryland is a modest covered bridge surrounded by tales of haunting and strange creatures. The Jericho Covered bridge is the last remaining covered bridge in Harford County. The bridge was constructed in 1865, but it's quite possible an older bridge once crossed this area. And may be the reason for so many disturbances here.

The normal ghostly tales associated with covered bridges are all consistent here as well. Many late night passers have claimed to have their car stall on the bridge, only to not restart for several minutes. Some have claimed to have spotted handprints left in powdery substances they have placed on their vehicles. What most claim to witness when passing through the historic structure is the images of people hanging from the trusses above them.

There have been legends and myths passed down through the years by nearly everyone in the area. Some believe local teens hung them-

selves in a suicide pact many decades ago. Others believe the bridge was used in the lynching of runaway servants and slaves. These may account for the strange hanging

Even stranger are the other creatures that seem to be associated with the bridge. There are myths about abnormal animals protecting the bridge. One creature has been de-

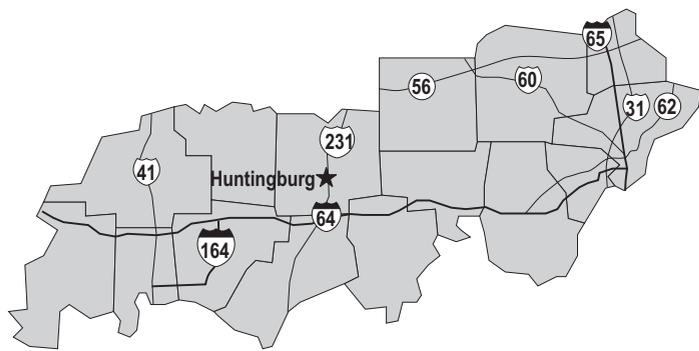


silhouettes that numerous have claimed to experience.

Other locals to the area have reported spotting a ghostly woman crossing the bridge carrying a basket of freshly picked flowers. Paranormal investigators as well as curious nighttime visitors have also seen the spirit of a young woman with a badly burned face.

scribed as being a monkey like creature, but gray in color and with a massive tail protruding out. Others have even claimed that there's a hideous red-eyed demon that stays nearby protecting the covered bridge from the unwanted. Maybe that explains all the hideous bloodcurdling screams that have been heard near the bridge. ■

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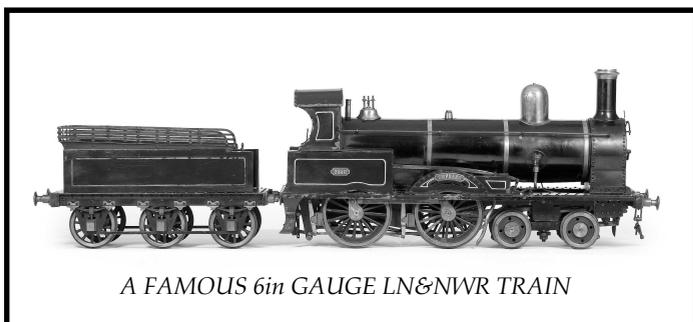


Model Trains

By Jeff Figler

Many people are familiar with the saying that “the difference between men and boys is the cost of their toys.”

universally known, it is interesting to know how the hobby started. Collectors have been interested as well.



A FAMOUS 6in GAUGE LN&NWR TRAIN

That is probably a very true statement.

In fact, I am a model train collector, and I admire other peoples’ train sets when I have the opportunity to see them. Believe me, some toy trains can be very expensive, and others are more reasonable. However, how much a person spends on their model trains, and how elaborate they want it to be, will largely depend on, literally, how many bells and whistles they want their toys to have.

But even though you see toy and model trains now across the world, and of course, a company such as Lionel is

Well, there have actually been model trains for as long as there have been railways, as some of the early locomotive models were made as promotional tools for the early trains. Of course, they were not as sophisticated as today’s models, but they served their purpose.

In Europe, in the Victorian period, there were model trains that were not only for the commoner but for the wealthy and royalty as well. Ironically, the trains were mostly made in Germany.

However, the watershed event in model train history was in 1891 when Marklin

developed a complete system of trains. Marklin introduced a series of standard track gauges. The new system allowed model train collectors flexibility to build sets. Markets in various countries were also established.

In the United States electric trains were being devised, and from the late 1890s, they were available to the model train fan. In fact, the U.S. manufacturers Ives and Lionel clashed before Lionel and American Flyer became the dominant U.S. manufacturers, especially from the 1920s forward. The Marx Company also had a share of the market.

The popularity of model trains was high in the 1920s and 1930s. There were now modelers’ magazines, which emphasized home construction and ways to improve your train layout no matter what gauge train you had. In the United States, Lionel train sets were given as gifts. Some of these packaged sets have been passed down from one generation to another. They are worth thousands of dollars if they are in good running condition and if the original box is still in good shape. Of course, companies such as Lionel emphasized that model train collecting was a family hobby, and that people of all ages can enjoy it.

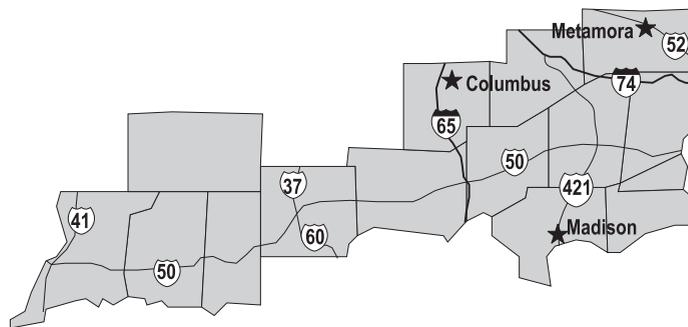
Model railroading was popular, especially with HO scale trains, although smaller gauges often were used in areas that did not have a lot of



Ives Circus Set

room. Production slowed during World War II, but surged in the 1950s, and model trains were mass produced.

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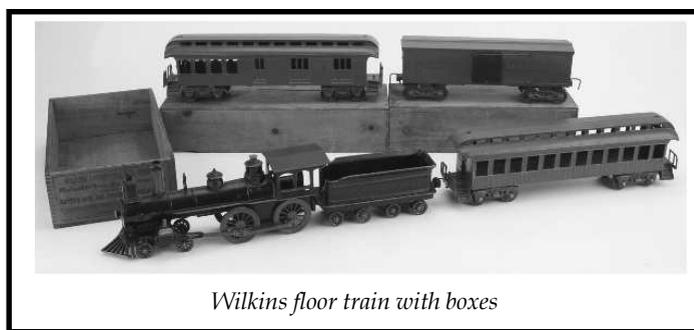
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However, as real trains began losing their dominant transporting role to cars and airplanes, the model trains



Wilkins floor train with boxes

were losing popularity as well. Model trains began to lose their appeal to children.

Model trains were mainly for the adults and collectors. They are still very much alive. The emphasis is on trains for the adult modeler, as well as on the collector, and for children.

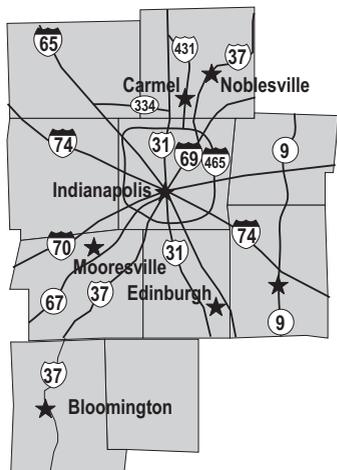
With all the trains that have been produced there are plenty of opportunities for the collector to enjoy not only vintage trains from the past but new productions as well. For example, a Lionel Mickey

Mouse circus train set from 1935 sold for nearly \$10,000 at a 2014 auction. Not only were train collectors attracted

to the set but Mickey Mouse collectors as well. A very rare Wilkins floor train from circa 1900 sold for \$11,000, while a Hubley elevated railway, a rare American clockwork toy, sold for \$18,000.

American Flyer trains from the late 1920s are always in demand. One of the sets, the President’s Special is expensive, and, depending of condition, can cost upwards of \$20,000 or more. Another American Flyer set, the Mayflower, is even more rare, but is rarely available. ■

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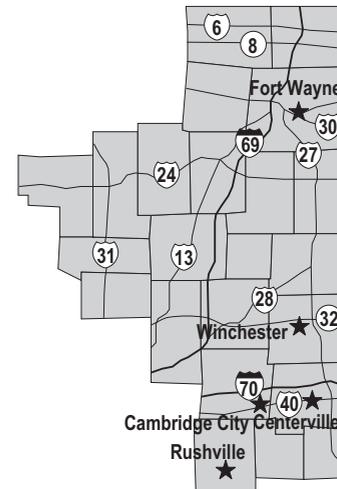


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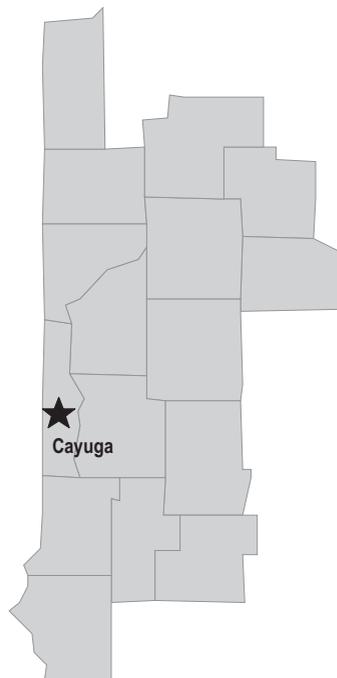
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manship and ingenuity of the carpenters of the 1800s, and preserving them is important for future generations to enjoy.

Pennsylvania has the largest number of covered bridges of any state - 219 to be exact. (Sorry Ohio, you're only number two with 142.) Of these five were originally in south-central Pennsylvania in Franklin County (named for that Benjamin).

The Martin's Mill Bridge is considered to be the longest Town truss covered bridge in the state. This form of construction is named after Ithiel Town of Connecticut who designed his first bridge in 1820. It is sometimes referred to as a "lattice truss" as its pattern resembles latticework.

The Town truss derived its popularity from its use of smaller lengths of lumber, ease of building for unskilled labor, and its span of up to 200 feet. Martin's Mill just passes this optimum length at 207 feet. It was built in either 1839 or 1849, depending on the source, and is now open only to foot and bicycle traffic. Privately owned, it was listed on

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Covered Bridges of Franklin County, Pa

Cheryl M. Keyser

What is the attraction of covered bridges? Why is there such interest in preserving them? Jim Smedley, First Vice President of the Theodore

Burr Covered Bridge Society of Pennsylvania, attributes it to three reasons: it takes us back to earlier times when life was simpler, it displays the crafts-

the National Register of Historic Places in 1974. It is located in Antrim Township covering the east branch of the Conococheague Creek, which flows into the Potomac River.

The other bridge is the Witherspoon, built in 1833 by S. Stouffer. It is 87 feet long by 14 feet wide and still used by vehicular traffic. It can be found near Welsh Run in Montgomery Township and

is part of the Hays Bridge Historic District. It uses a Burr truss construction, named for Theodore Burr, also from Connecticut. His first such bridge, built in 1804, crossed the Hudson River. The Burr is the most common design seen in covered bridges, featuring two long arches anchored by abutments at either end.

The Witherspoon is held in
SEE "KEYSER" Page 16

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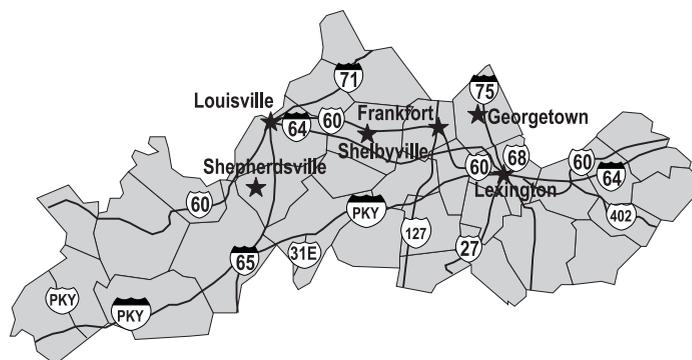
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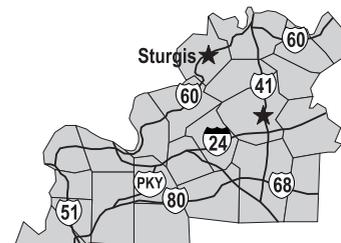
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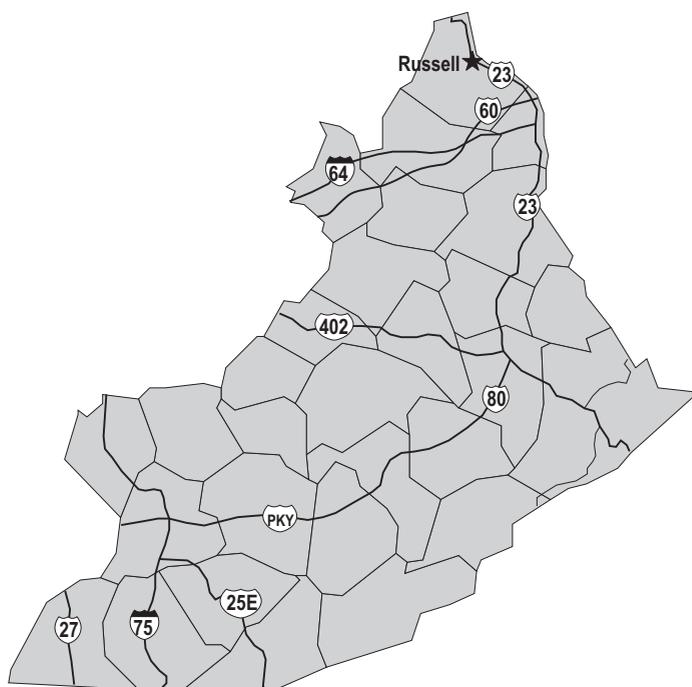
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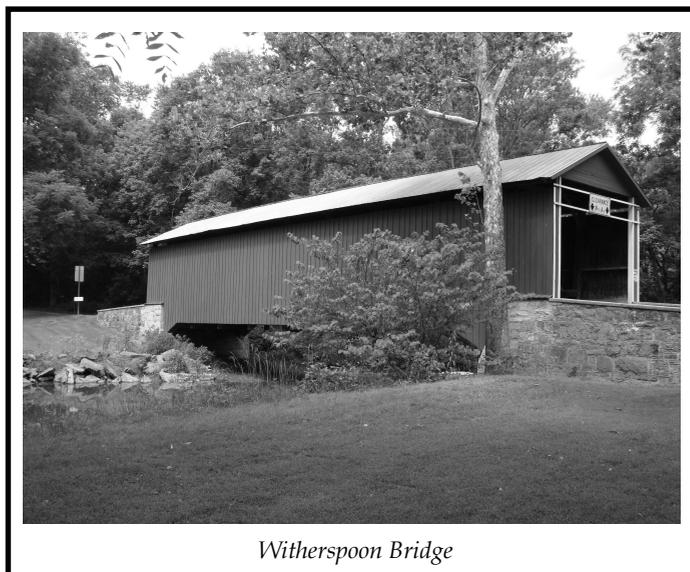
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"KEYSER" Cont'd From Page 15

special affection by local residents. It stands about six miles from where Mary E. Harris of the Franklin County Visitors Bureau grew up. "I used to use it every day on my way to work," she warmly remembers.

Covered bridges came into vogue because they provided "transportation...from one location to another to trade [early settlers] goods, stay connected with families and have access to schools and churches," said Smedly. "Covering the bridges protected the truss members from weather elements helping them to last for decades with minimal maintenance to the



Witherspoon Bridge

roof, siding and flooring." An uncovered bridge is estimated to last only 10 to 15 years.

The other three bridges in the county are long gone. They were the Claylick Cov-

ered Bridge (100 feet long) spanning Licking Creek in the Township of the same name and Lindsay's Covered Bridge, sometimes known as the Dogtown Bridge (113 feet long and built in 1867). It crossed the west branch of the Conococheague Creek.

The third was Red Bridge (105 feet long and built in 1883). It was located in St. Thomas Township, west of

Chambersburg. For additional information on covered bridges in Pennsylvania, visit the website of the Theodore Burr Covered Bridge Society of Pennsylvania, Inc. at www.tbcbpsa.com It publishes a bi-annual, the "Wooden Covered Spans" and a newsletter, "Pennsylvania Crossings," which comes out three times a year. ■

The Bridges of Union County, Ohio

The 9th Annual Covered Bridge Bluegrass Festival held on the historic Pottersburg Bridge in North Lewisburg September 24 & 25. This all-American celebration offers something for all ages. Enjoy a sunset dinner on the bridge, bluegrass music, guided bridge tours, food trucks, artisan, craft & antique booths, horse drawn wagon rides, old fashioned baseball, community church service and so much more. Visit the website, www.coveredbridgefestival.com or call the Union County Visitors Bureau for more information at 1-800-642-0087.

Listed below is a brief description of the Bridges of Union County.

Bigelow Bridge

Also known as the Axe Handle Bridge, this historic bridge, in Milford Center, was built in 1873 and spans 114' of Little Darby Creek. The bridge was named in honor of Eliphas Bigelow, a nearby resident. In 1990 the bridge underwent an extensive renovation. Massive nail-laminated arches were seated into new concrete foundations. The arch system now carries the weight of traffic on this bridge. Be sure to examine the inside of this remarkable bridge! The bridge was painted red in 2008.

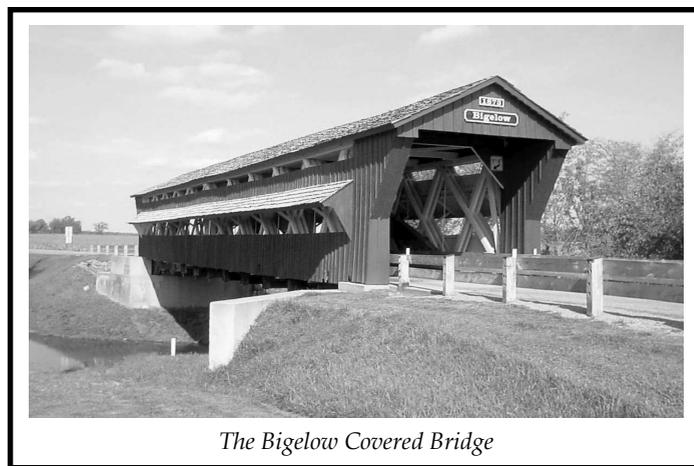
Culbertson Bridge

This 94' bridge spans Treacle Creek and was built in 1868 by Reuben Partridge. There are canopies on both sides of the bridge and scrolls located at each end. The bridge was originally located on State Route 4 and was moved prior to 1953. In 1961 the bridge underwent repairs and piers were added to give extra support. In 1977 a "run around" was constructed for farm equipment and other large, heavy vehicles. In 1987, the bridge was rehabilitated. Glue laminate girders were installed with glue laminated floor beams suspended from the girders. The bridge is lo-

cated on Winget Rd. in Milford Center.

Pottersburg Bridge

This bridge was formerly in the location of the North Lewisburg Road Covered Bridge. It was designed and built by Reuben Partridge in 1868. The full-length canopy was added in 1937. In 1949, extensive repairs were made.



The Bigelow Covered Bridge

Three 6' by 10' I-beams were placed under each corner span. It was also reinforced with plumb and anchor rods.

In 2006, the 94' bridge was moved and rehabilitated. This historic bridge now rests on a multi-use trail which begins in the village of North Lewisburg and ends at the bridge on the Union/Champaign County line near Inskoop-Cratty Road. The bridge was painted red in 2007.

Buck Run Road Bridge

This bridge, in Milford Center, replaces a steel Pratt bridge that was constructed in 1914. This new bridge, built in 2006, is a modified Pratt Truss and spans an impressive 160' in length. This bridge is currently the longest single-span wooden bridge in Ohio. The new two-lane covered bridge was built to stand proudly for generations. From the bridge one can enjoy beautiful vistas of the Big Darby Creek!

North Lewisburg Bridge

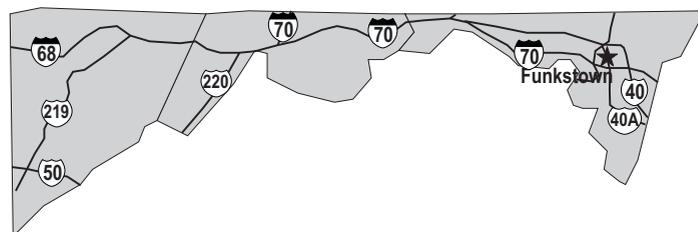
In 2006, a new covered bridge was built over Big Darby Creek Scenic River.

This new bridge is a modified Pratt Truss with sub-structures built out of the creek. The bridge is 135' in length with two lanes to accommodate recent increases in traffic. The bridge is located in Marysville.

Spain Creek Bridge

This beautiful covered bridge spans 64' over Spain

WESTERN MARYLAND

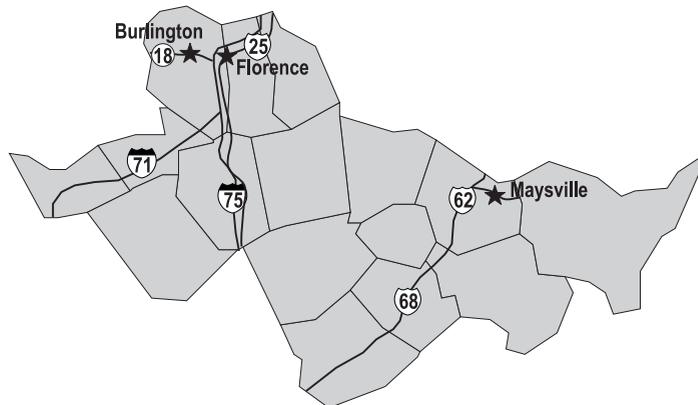


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SACHS COVERED BRIDGE

The Sachs covered bridge in Gettysburg, Pennsylvania is said to be haunted by the soldiers of the Civil War. The Confederate army retreated over the bridge in July of 1863.

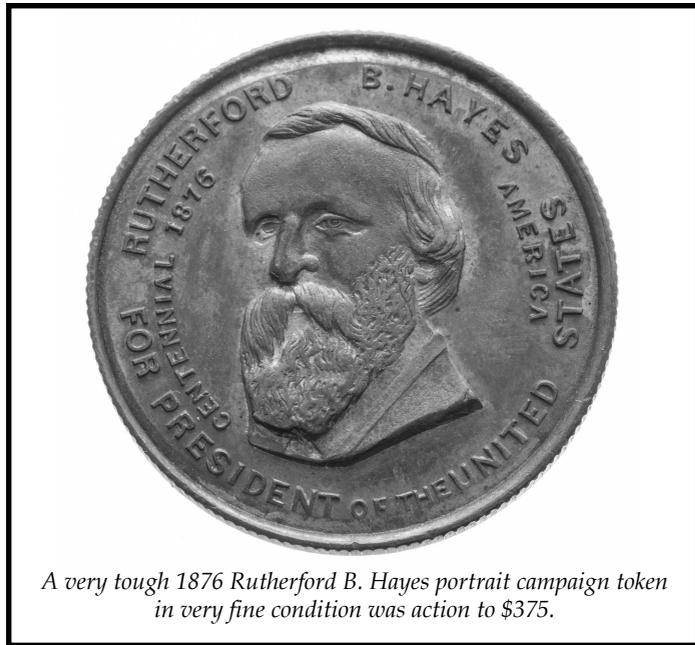
The sight of a bloody war zone the bridge is plagued by the ghosts of dead soldiers. Full bodied apparitions, disembodied voices, cold spots and people being touched have

been reported on more than one occasion. One ghost story told about the bridge's haunted past includes three Confederate soldiers who deserted their unit, and were caught. It is believed that these three men were hung on this bridge as their punishment. People have also been able to smell someone smoking a pipe, with no explanation. ■

POLITICAL PARADE

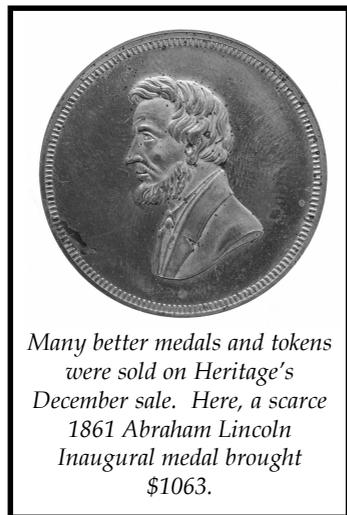
by Michael J. McQuillen

Heritage Auctions of Dallas, Texas offers some of the most expensive Political and Americana items that appear at public auction. In my last



A very tough 1876 Rutherford B. Hayes portrait campaign token in very fine condition was action to \$375.

review of one of their sales, I covered a Polk & Dallas campaign flag that brought an



Many better medals and tokens were sold on Heritage's December sale. Here, a scarce 1861 Abraham Lincoln Inaugural medal brought \$1063.

impressive \$188,000! However, Heritage also handles much more modestly valued pieces that most collectors would have a shot at owning. Here, we will take a look at an Internet only sale that took place in December and the top couple dozen selling lots all

fell in the \$250 to \$1000 area. First, the top selling political piece was an 1861 Abraham Lincoln portrait Inaugural medal which brought

pin-backs including a Tennessee variety made \$375. The classic 1948 Truman and Civil Rights celluloid did a little better than in recent offerings with \$359 realized.

The "\$325 Club" for this sale offered three completely different items. First, an 1824 Andrew Jackson picture campaign token. Second, a most unusual 1936 Alf Landon foil figural sailboat pin, and finally a 7/8" Warren Harding Birmingham

Semi-Centennial celluloid picture pin-back. 19th Century items reappeared with a trio of nice lots selling for \$300. These included an 1864 "Honest Old Abe" white metal campaign medal, a group of three 1860 John Bell campaign medals in high grade condition, and a matched pair of

1880 James A. Garfield and Winfield Hancock silk portrait ribbons in great condi-

\$1063 (all prices realized are rounded up to the nearest dollar and include a 25% buyer's premium.) An unusual variety 1860 Lincoln portrait campaign token managed \$813. Next, an 1881 James Garfield Inaugural portrait medal in fantastic condition performed well at \$750.

Campaign tokens and medals were represented heavily in this sale, and a group of 17 assorted 19th Century tokens including Winfield Scott and others made \$500. Also selling at \$500 was a tough 1" celluloid Dewey & Warren "Do We, We Do" pin-back button. A pair of two better 1864 George McClellan picture campaign tokens saw action to \$450.

An 1876 Rutherford B. Hayes picture token that is actually pictured as #1 in the DeWitt catalog was gaveled down at \$375. A pair of tough 1936 Franklin D. Roosevelt 7/8" and 1" celluloid picture

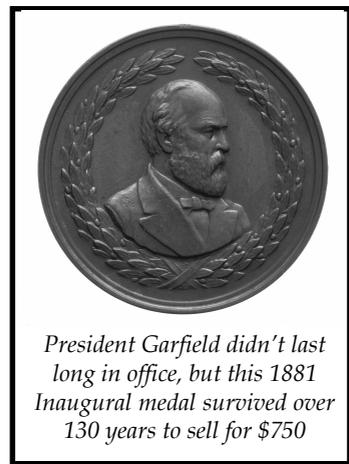
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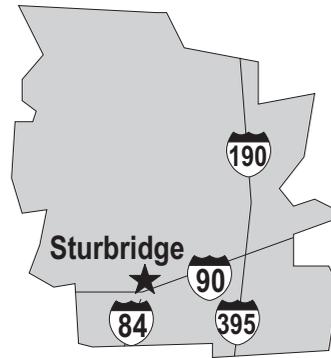


President Garfield didn't last long in office, but this 1881 Inaugural medal survived over 130 years to sell for \$750

tion.

The rest of the items/lots covered in this review all settled at \$275 - an 1856 Millard Fillmore portrait medal in excellent condition, a group of twelve different 1940 Wendell Willkie buttons including a few better pieces, and measuring 5 3/4" - a silk 1865 Abraham Lincoln mourning ribbon. Also at \$275 were most attractive

CENTRAL MASSACHUSETTS

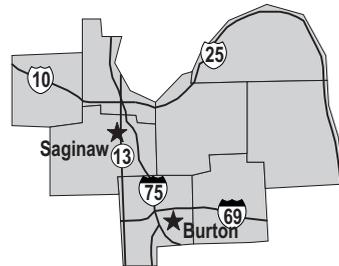


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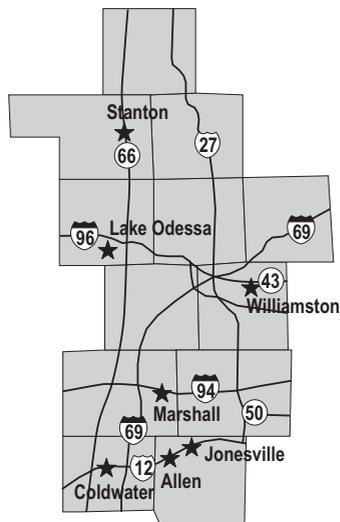
Horatio Seymour and Horace Greeley white metal tokens, and a lot of four different U.S. Grant picture tokens/medals. Finally, that very popular \$275 price point is being rounded out with a Lincoln portrait mourning ribbon and an unusual 1880 Covington, KY James A. Garfield portrait ribbon.

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I invite readers to e-mail or write me if they have questions about political buttons or other political items in their

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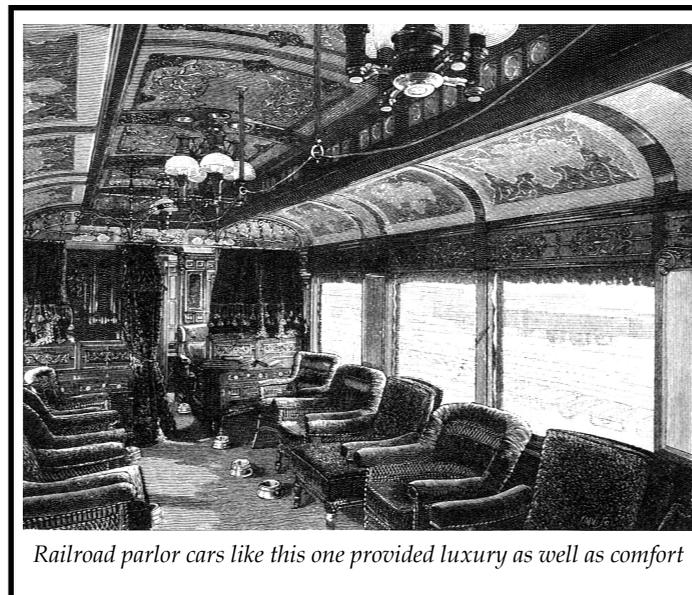
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railroads developed a passenger car with one compartment, containing an aisle down the middle. This ran on two trucks containing four wheels each, making it easier to navigate sharp curves.

Though riding the early rails was a step above the canal boat and stagecoach, rail travel left a lot to be desired. The floor of the car lay low and flat, and passengers sat jammed into narrow seats with stiff backs, so they felt every bump. Winter travel

Passengers also hadn't heard of baggage checks and coupon-tickets. Long trips had to be made over lines composed of a number of short independent railways. And at the terminus of each, passengers had to transfer, purchase another ticket, personally pick out their baggage—often on an uncovered platform in inclement weather—then take their chances finding a seat in the connecting train.

Travel by rail wasn't with-



Railroad parlor cars like this one provided luxury as well as comfort

was especially difficult.

A stove at each end provided heat to those nearest to it, but those seated in the middle of the car nearly froze. And with little ventilation, all nearly suffocated from carbonic oxide. Tallow candles furnished a "dim religious light," and emitted a putrid odor. Dust suffocated parched passengers in dry weather since the windows had no screens. And since there were no adequate spark arresters on the engine, passengers at the end of their journey looked as if they had spent the day in a blacksmith shop.

With hard springs, the movement of cars over poorly laid track jolted passengers and rattled windows, making conversation a luxury. Early trains might as well not have had brakes, for those they did have were clumsy and of little use.

out its dangers. Railroad builders cut the ends of the flat-bar rails diagonally, so that when they laid them down, they would lap and form a smoother joint. Occasionally, the spikes came loose, and the end of the rail with its sharp point rose high enough for the wheel to run under it, rip it loose, and send the pointed end through the floor of the car. Passengers called this a "snake's head," and the unlucky person sitting over it was likely to be impaled against the roof.

The means of warning passengers against standing on train platforms were often ingenious. On a New Jersey railroad, a picture, painted on the car door, featured a new grave, with a tombstone that read, "Sacred to the memory of the man who had stood on a platform."

SEE "TRIALS" Page 20

The Trials and Travails of Victorian Train Travel

by Bob Brooke

On the warm morning of August 27, 1831, a throng of people flocked to Lydius Street in Albany. They had come to see the new railroad train. The odd-looking engine, the "De Witt Clinton," stood in front of a tender containing water and fuel, followed by three passenger cars, made from the bodies of stagecoaches fastened on special railroad wheels and several flat cars to hold luggage. All along the 17 miles to

their families gathered to see this new spectacle.

Local hotels had sold tickets to ride the train. As passengers climbed into the carriages and took their seats, a conductor, standing on a platform outside each coach, collected the tickets, then climbed to a seat on the tender and blew a horn. The engine gave a great jerk, and the crowd cheered.

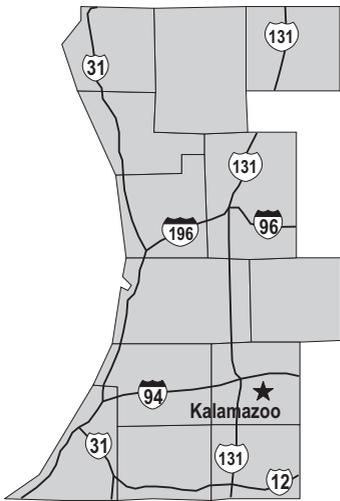
According to an eyewitness account published in the *Albany Argus* on August 27,

1831, "The engine performed the entire route in less than one hour, including stoppages, and on a part of the road its speed was at the rate of thirty miles an hour." The train made the return journey from Schenectady to Albany in 38 minutes, much to the delight of its promoter.

The relative speed and ability to travel regardless of the weather made rail travel attractive to travelers and businesses. But unlike its European counterparts, American

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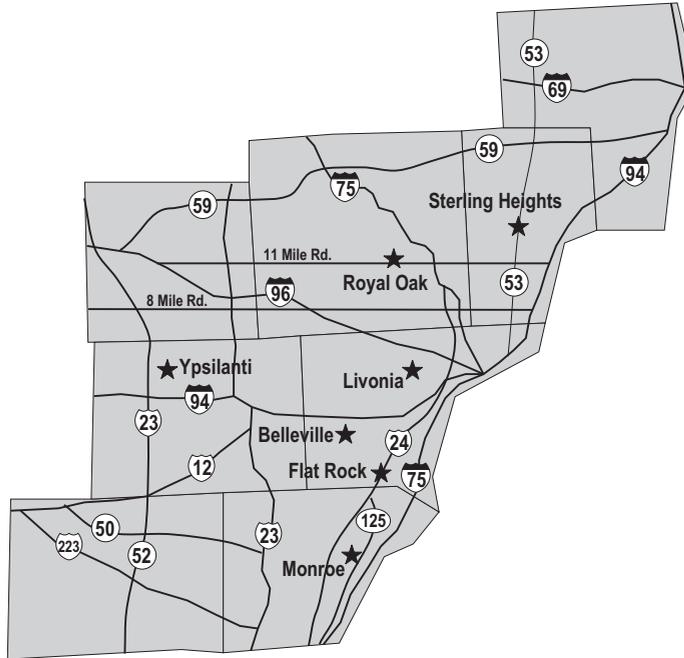


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"TRIALS" Cont'd From Page 19

The introduction of a bell-cord running through the train enabled passengers to communicate promptly with the engineer, signaling him in case of danger. It's a wonder that no one tampered with it, but everyone saw it as a safety feature.

Steamboats afforded the greatest competition to the early railroads. They had made great progress offering passengers luxurious comforts—berths to sleep in, meals served in spacious cabins, and entertainment on board.

tances, so sleeping arrangements weren't necessary. But as the distances became longer, a means of providing a place to sleep on board became a prime concern. The Cumberland Valley Railroad of Pennsylvania, running between Harrisburg and Chambersburg—a distance of 54 miles—first attempted to furnish passengers with an onboard place to sleep. During the winter, east-bound passengers arrived exhausted at Chambersburg late at night by stagecoach, after a fatiguing trip over the mountains.

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Passengers took their meals in dining cars like this one aboard the Chicago, Burlington, & Quincy R.R. in the mid-1880s. (Library of Congress)

To compete, the railroads had to make riding their trains more comfortable.

Early trains carried passengers for relatively short dis-

Since many wished to continue their journey to Harrisburg so they could catch the morning train for Philadelphia, it became imperative to

furnish onboard sleeping accommodations. The railroad's owners divided a passenger car into four sections using transverse partitions. Each section contained three berths—lower, middle, and upper. The car ran from the winter of 1836-37 to 1848 when they abandoned it.

In 1858, George M. Pullman made a trip to Chicago, Illinois, from Buffalo, New York, aboard the Lake Shore Railroad. A new sleeping car, attached to this train, was making its first trip. Pullman stepped in to take a look at it

and decided to spend the night in one of its berths. After being continuously tossed about, he sought refuge on a seat in the end of the car. He thought about his experience and figured that in a country of great distances like the United States, railroads should offer passengers cars easily convertible into comfortable and convenient day or night coaches, supplied with appointments similar to those aboard steamboats.

After experimenting for a time, Pullman altered some regular passenger cars on the

Chicago & Alton Railroad in 1859 and converted them into sleeping cars. One night, after they had made a few trips on the line between Chicago and St. Louis, a tall man entered one of the cars while Pullman was aboard, and after asking some questions about his invention, said he'd like to try it for himself and climbed in an upper berth. The man was Abraham Lincoln.

In 1864, Pullman perfected his plans for a car which he felt was a marked and radical improvement from previous

SEE "TRIALS" Page 21

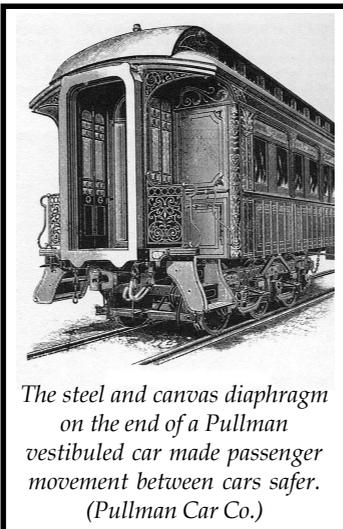
"TRIALS" Cont'd From Page 20

sleeping cars. He built it in a shed in the yard of the Chicago & Alton Railroad at a cost



Pullman's parlor car was also known as a "palace car" because of its luxurious furnishings. (Pullman Car Co.)

of \$18,000 — four times the cost of a sleeping car at that time—



The steel and canvas diaphragm on the end of a Pullman vestibuled car made passenger movement between cars safer. (Pullman Car Co.)

and named it the "Pioneer."

The Pioneer had improved trucks and a raised deck, and Pullman built it a foot wider and two and a half feet higher than any car then in service. He thought this necessary to introduce a hinged upper berth, which, when fastened up, formed a recess behind it for stowing the necessary bedding in daytime. Before that the mattresses had been piled in one end of the car and had to be dragged through the aisle when needed. Pullman realized the dimensions of the railroad bridges and station platforms wouldn't allow the

car to pass over the line, but he believed that an attractive car, constructed upon correct principles, would find its way into service against all obstacles. And so it did.

Soon after Pullman finished, in the spring of 1865, the body of President Lincoln arrived at Chicago. Pullman received a request to use the "Pioneer" for the funeral train which was to take it to Springfield. To enable the car to pass over the line, workers reduced the station platforms and other obstructions in size, thus enabling the car to be put into regular service.

After receiving much notoriety and success with his new car, Pullman formed the Pullman Car Company in 1867 and devoted it to producing a system of cars by which passengers could be carried in luxurious comfort, both day or night, over great distances without changing trains.

With the tremendous success of the sleeping car, railroads next introduced parlor or drawing-room cars for day runs, which added greatly to the luxury of travel, enabling passengers to secure seats in advance, and enjoy many comforts which weren't found in ordinary cars. Eventually, these became known as "palace" cars and railroads included them as an essential part of their equipment. The Wagner Car Company of New York was one of the first to furnish them.

After introducing sleeping and luxurious parlor cars, the railroads naturally turned to fulfilling the demand for serving meals on their trains. Why should a train stop at a station for meals any more than a steamboat should tie up to a wharf for the same purpose? So the Pullman Car Company introduced the hotel car—essentially a sleeping-car with a kitchen and pantries in one end and portable tables which could be placed between the seats of each section and upon which meals could be conveniently served. Pullman named his first hotel

car the "President," and put it into service on the Great Western Railway of Canada in 1867.

But that still wasn't enough

made travel extremely smooth, while the improvements in rolling stock had reduced the jerking, jolting, and oscillation of the cars. The road beds had

another across platforms to get to the parlor or dining cars while the train was in motion, an act that they had been cautioned against. The railroads realized they had to come up with a solution to the problem if the continuous train concept were to be successful, particularly for limited express trains.

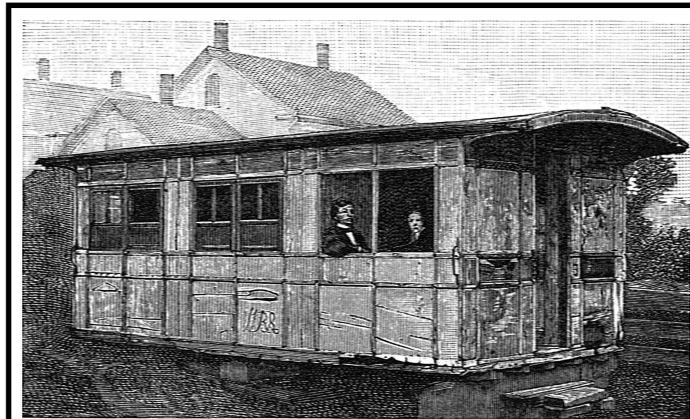
Crude attempts had been made as early as 1852 when inventors took out patents for devices using diaphragms of canvas to connect adjoining cars and form a passageway between them. Used mainly for ventilation on the Naugatuck Railroad, in Connecticut in 1857, they didn't work well and the railroad soon abandoned them.

Once again Pullman devised a system not only for constructing continuous trains but also for providing sufficient flexibility in the connecting passageways to allow for the motion of the train around curves. His efforts in 1886 resulted in what's now known as the "vestibuled" train.

Patented in 1887, this invention succeeded not only in supplying the means of constructing a perfectly enclosed vestibule of handsome architectural appearance between the cars but also accomplished the introduction of a safety device in case of collision.

The elastic diaphragms, attached to the ends of the cars, had steel frames. Powerful springs pressed their faces firmly against each other, creating a friction which held them in position, thus preventing the oscillation of the cars and furnishing a buffer extending from the platform to the roof. This prevented one platform "riding" another, producing telescoping in case of collision.

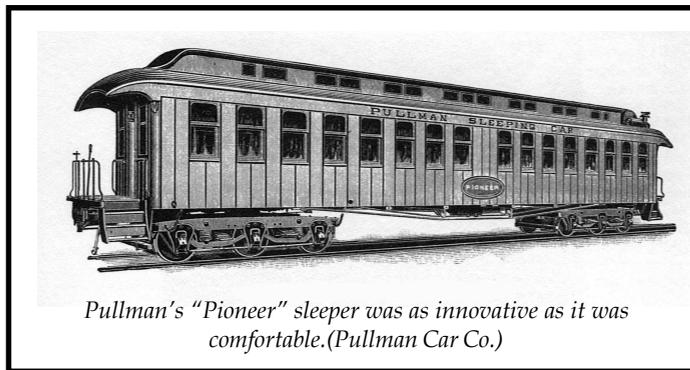
The first vestibuled trains went into service on the Pennsylvania Railroad in June 1886, and other railroad companies soon followed. The new vestibuled limited trains contained several sleeping cars, a dining car, and a smok-



Early passenger cars like this one used on the Western Railroad of Massachusetts were crude and uncomfortable. (Catskill Archives)

to supply the wants of the growing number of railway passengers. So the dining car came next. A complete restaurant, with a large kitchen and pantries at one end and the

also been properly ditched, drained, and ballasted with broken stone or gravel, the dust overcome, the sparks arrested, so cleanliness had at last been made possible on a



Pullman's "Pioneer" sleeper was as innovative as it was comfortable. (Pullman Car Co.)

main body of the car fitted up as a dining room, it offered a place in which all the passengers in the train could take their meals comfortably. Pullman named his first dining car the "Delmonico," which began service in 1868 on the Chicago & Alton Railroad.

With over 30,000 miles of track laid after the Civil War, the comforts and conveniences of travel by rail on the main lines seemed to have reached their peak. The heavy "T" rails had replaced the various forms previously used. Their improved fastenings, the reductions in curvature, and the greater care exercised in laying them had

And that left one major problem to be solved — heating the cars. This came about through the invention of a method for circulating hot water from the boiler of the locomotive through pipes running near the floor of the cars. Not only did passengers now have warm feet, but the loss of life from train fires originating from stoves had been halted. However, heating a detached car was still a problem until the discovery of electricity.

With the introduction of the dining car came the concept of the continuous train. This necessitated that passengers had to walk from one car to

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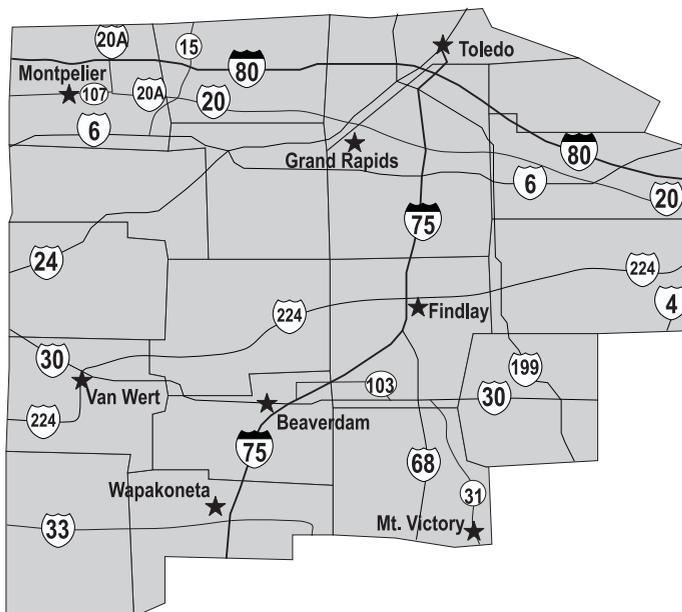
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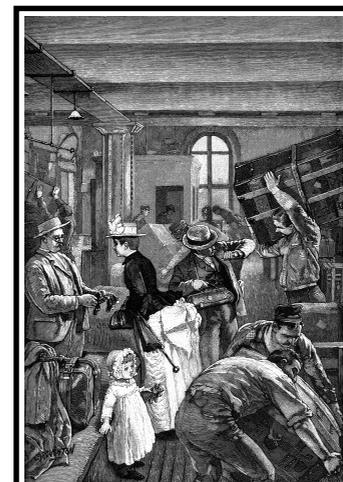
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purchasing separate tickets from several railroads over which they had to pass. Their introduction necessitated an agreement among the principal railroads and the adoption of an extensive system of accountability for the purpose of making settlements of the amounts represented by the coupons.



An early engraving showing a Victorian baggage room showing passengers picking through the luggage. (Catskill Archives)

With all these conveniences and the growth of the rail lines, passengers often found themselves in unfamiliar territory. Conspicuous clock faces stood in the stations with their hands set to the hour at which the next train was to depart, sign boards displayed the stations at which departing trains would stop using horizontal slats, and employees called out necessary information and directed passengers to the proper entrances, exits, and trains. Larger passenger stations included a "Bureau of Information," in which a railroad employee answers questions about rail routes. All these innovations are still in use today by both the railroads and the airlines.

By the turn of the century and the end of the Victorian Era, rail travel was the prime means of short and long distance travel in the United States and the days of the De Witt Clinton but a distant memory. ■

"TRIALS" Cont'd From Page 21
ing car, complete with a library, desks and writing materials, a bathroom and a barber shop. With free circulation of air throughout the train, the cars opening into each other, the electric light, the many other increased comforts and conveniences, trains became a safe and luxurious way to travel.

But baggage presented a problem early on. Originally,

railways allowed passengers to pick out their baggage at their destination, resulting in a lack of accountability which led to much confusion, frequent losses, and heavy claims against the railroads. The solution lay in the introduction of a system known as "checking." A clerk attached a metal disk, bearing a number and the destination of the bag, to each article and gave a duplicate to the owner, which

acted as a receipt. Passengers then presented these receipts to clerks at their destinations to claim their bags.

Railways soon united in arranging for through checks which when attached to baggage would insure its being sent safely to distant points over lines composed of many connecting rail lines. The check system led to the introduction of another marked convenience in the handling

of baggage—the baggage express or transfer company. One of its agents checked trunks at the passenger's own house and hauled them to the train. Another agent would take up the checks aboard the train as it neared its destination and see to it that the baggage was delivered to the correct address.

Coupon tickets covering trips over several different railroads saved passengers from

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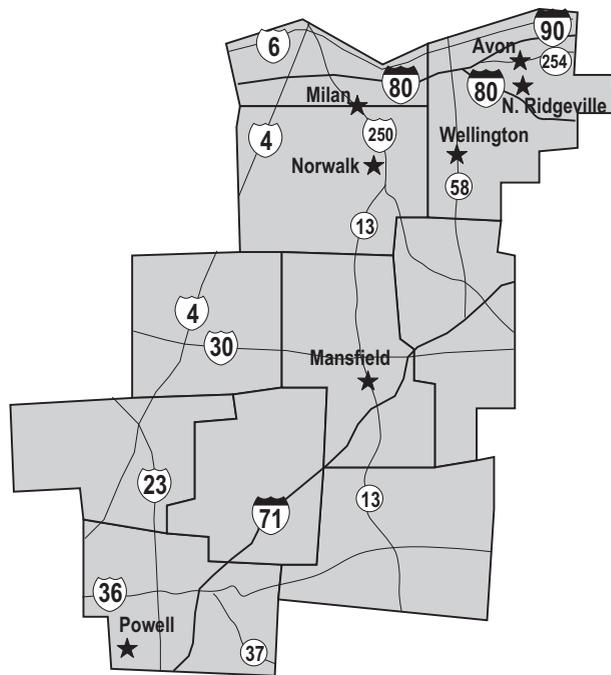
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would be what is commonly called the "widow's walk," a small, fenced-in area on the roof. This area lends to images of the house's original inhabitants running up to the roof to watch the road for incoming visitors. Having been built right on a national road, Route 40, the Cartmell family would have seen an abundance of travelers heading out west in their stagecoaches, and perhaps the Cartmell children would have been the first to run to greet the new visitors.

Some years went by, and the old Cartmell house opened shop as the Weider Tea Room. A community staple, this tea room saw an influx of visitors throughout the warmer months, and then closed down for the winter. One of the children who grew up in the house during its tea room days described the fun of the tea season. During the winter, the house was just a home for the family. But when the days warmed up and grew longer, all of the furniture was moved upstairs, crowded into the family's new living space. Tables and chairs were set out, and the entire first floor of the house became a hub of activity for gatherings and parties, friends and lovers, all out to enjoy some tea and treats. When fall came, the shop closed up, and the house turned into "just a home" once more.

Years passed again, and the house found itself up for sale. Its new owner was the Cox family: a couple who wanted to open and run a bed and breakfast. They worked hard for their dream, enclosing the porch to add a living room and adding a huge deck in the back of the house to overlook the woods behind it. They painted and wallpapered with the same wallpaper that is found in the White House. They scoured antique markets, looking for the perfect pieces to adorn the rooms for beloved guests... And then tragedy struck. Mr. Cox passed away, leaving

Mrs. Cox in the big old house full of dreams, alone.

Anyone who has owned a big, old house like the one on State Route 40 knows that keeping such a place up is no easy feat. A couple full of passion can work together to maintain an estate, but one woman on her own quickly found herself in over her head. Between her own grief and the tenacious growth of the gardens, the house grew to be too much of a burden, and Mrs. Cox found herself once again putting the house on the market, never having realized her dream of opening the place as a bed and breakfast.

Meanwhile, just a short 15 minutes away, a man named Ronald Brown was finding himself at a crossroads in his life. Having run a bed and breakfast in London, Ohio for 14 years, it was time to move on. Ron was simply driving down the road one day when a "for sale" sign on the side of the road caught his eye. He had seen the building before. It was such a big beauty, who wouldn't have noticed it? He decided to stop.

When Ron and Mrs. Cox met, it seemed like a force larger than themselves had brought their situations together to forge a new path. Mrs. Cox was saying goodbye to the big old house she longed to see as a bed and breakfast, and Ron was looking to start a new venture with the years of running a bed and breakfast backing him. There was even an office building on the premises, perfect for Ron's accounting firm, which he hoped to grow. A deal was struck.

Ron and his employees threw themselves into their new project, getting the new Emma's Bed and Breakfast ready for its debut. They scrubbed the whole house to make it shine, ensured that each of the five bedrooms had a private bathroom for their guests, and filled each room with the amenities that would make sure everyone's stay was

SEE "EMMAS Page 24

Springfield, Ohio's Historic Bed & Breakfast

By Megan Hane

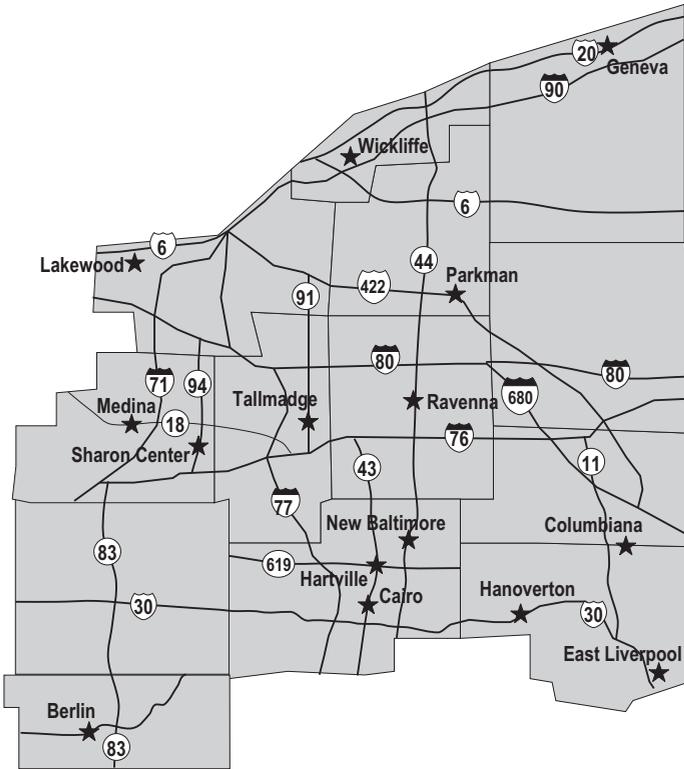


Emma's Bed and Breakfast is the amalgamation of years of history, years of dreaming, and some very fortunate timing.

Historically, Emma's is known as "the Cartmell house." J.M. Cartmell built the old beauty as a family home back in 1833. He was a county assessor and a farmer, and while the outbuildings that housed goats, cows, and other livestock no longer stand, it is easy to see the history in what does remain: the house. Originally built in brick, the additions to the main home are clear: a new kitchen, an

enclosed porch, and more living space. The parts that remain unchanged are what give the house its character, though. The first impression the house gives is through the stately columns on the front porch, giving the house its classic look. Just the thought of a large plantation brings to mind the kind of columns that uphold the Cartmell House's history. Perhaps the most exciting bit of history, though,

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"EMMAS" Cont'd From Page 23
 as close to perfect as possible. The first guests rolled in through the first few weeks of August 2015, and the guest base has been growing ever since. The guests become part of the tradition of history and comfort when they stay at Emma's. They are thought of

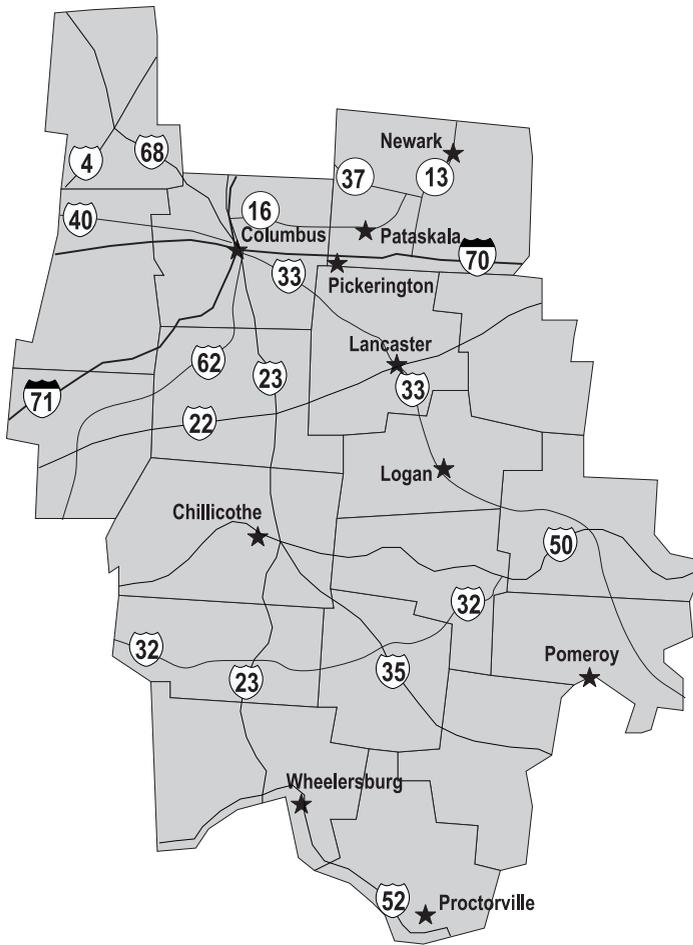
more as extended family than anything, as they come back year after year. Guests of Ron's bed and breakfast in London have started staying at Emma's, loving the grand rooms and unique history of the house. Everyone leaves happy and looking forward to future stays.

Ron's work is never over, though. The old house that began as the Cartmell house is still looking forward to years of improvement, as the land that was once roamed by farm animals becomes scenic paths through the woods. Soon there will be a pond full of fish for guests to enjoy. One

day, there may well be cabins interspersed throughout the 9-acre property, providing private escapes for travelers. The residents of the big old house on Route 40 may not climb up to the widow's walk to watch for stagecoaches anymore, but they will never stop looking down the road for

their newest visitors and friends. Emma's Bed & Breakfast is located east of Springfield on the Historic National Road at 4200 E National Rd. Telephone number is 937-505-3602. You can view all the gorgeous rooms and amenities on emmasbb.com

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The Haunting of Emily's Bridge

Located in Stowe Vermont, Gold Brook Bridge is not your ordinary covered bridge. This bridge is also known as "Emily's Bridge," due to the fact that it is haunted by a ghost named Emily. There are many stories of how Emily

woman said she made up the story to keep her children from crossing the bridge.

There is no written historical evidence that Emily ever existed. The first mention of the bridge being haunted by someone named "Emily"



died on the bridge. One story is that she was supposed to elope with a lover, who her parents did not approve of. He was meeting her at the bridge, and when he didn't show, she hung herself from the rafters. Another version of this Vermont legend also starts as a love story. Emily met a man who stole her heart, and the couple made plans to marry. The fateful day arrived, and Emily went to the church in her beautiful red wedding dress ready to give herself to the gentleman in holy wedlock. The groom never arrived, and the jilted bride took the family wagon in a frenzy of anger and sorrow. She was merciless on the horses, and whipped them until they were traveling at an incredible pace, planning perhaps to confront the faithless groom. As she approached the bridge, she failed to negotiate the turn right before the bridge and drove the horses and carriage over the bank and onto the rocky brook below. Both the horses and Emily were killed in the accident. Or, Emily was pregnant by her boyfriend, who hanged himself on the bridge when her father demanded marriage. After the birth of twins, Emily did the same. One

came after 1968 when a high school student wrote a paper on the subject claiming that while she was using a Ouija board on the bridge, an entity presented itself named Emily.

Regardless of which story is to be believed, there are various accounts of first-hand experiences with Emily's ghost, said to be quite threatening. Many people refuse to cross the bridge alone or at night. People have reported scratch marks appearing on vehicles that were parked on the bridge and being touched or scratched by Emily's ghost. Often strange noises are heard on the bridge, such as footsteps, ropes tightening, and a girl screaming. Many have also reported seeing a white apparition around the area of Emily's Bridge. People who have parked their vehicle on the haunted bridge say they tend to hear banging noises from Emily hitting the vehicle on the outside, or a dragging sound across the tops of their cars. The most distinct paranormal events tend to take place between the hours of 12 AM and 3:30 AM.

Most paranormal experts that visit the bridge do not find any compelling evidence of activity on the bridge. ■

LET'S GO BRIDGING!

How fortunate we at American Antiquities are headquartered in Springfield, Ohio, an area so rich in history! Right here in our area

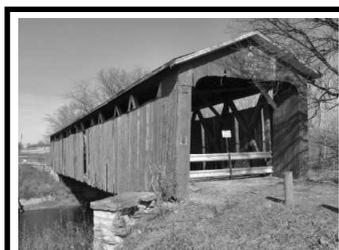
Route 68, about one mile before we get to Xenia, we can turn left onto Brush Row Road (T-17), go about two miles and then turn left on Stevenson Rd.



Ballard Rd Bridge courtesy Gregory Hamilton

Ballard Road and driving one more mile. The Ballard Road Bridge spans the north branch of Caesar Creek. It is an 80 ft single span bridge built with a Howe truss. It has a red tin roof, a multicolored siding, and the floor planking is laid lengthwise. The bridge rests on cut stone abutments. The date of construction and is unknown

Now we're heading south of Xenia on State Route 42. When we arrive in Spring Valley, we turn left onto Spring Valley/Paintersville Road (CR 75), travel 5 1/2 miles, and turn right onto Engle Mill Road. At about the one mile mark on Engle Mill Road, we find a bridge. It is the longest one we've seen, spanning Anderson Fork 145 ft. The Engle Mill Road bridge has a tin roof, weathered plank siding with traces of red paint around the portals. It is one of



Engle Mill Rd bridge, courtesy of Gregory Hamilton

the 13 bridges in Ohio that are examples of Smith trusses, and rests on stone abutments. Its floor planking is the laid lengthwise. It has been bypassed with a new bridge for its preservation.

Well, that's our trip. We are tired, but it'll only take a little while to get back home. Let's do this again sometime. HAPPY bridging!■



Cemetery Rd Bridge, courtesy Jack Perry

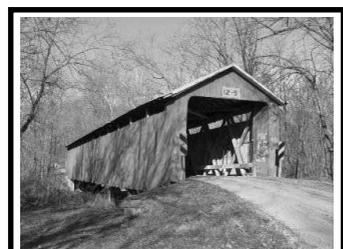
of the state there are several covered bridges within less than 40 mi. of each other.

The first we can drive to is near Yellow Springs in Glen Helen Nature Preserve. From

Soon we come upon Stevenson Road Bridge. It spans Massie Creek, another tributary of the Little Miami River. This 95 ft. bridge was built in 1873 using a Smith truss. Its floor planking laid lengthwise. The bridge is a single span, rests on cut stone abutments and has a steel pier on one creek bank for added support. Stevenson Road Bridge is open to local traffic.

If we travel northeast of Xenia on State Route 42 about five miles, turn left onto Charlton Mill Road (T-29) and go one mile, we come upon Charlton Mill Road Bridge crossing Massies Creek. This 120 foot bridge was built using a Howe truss. It is a single span bridge that rests on cut stone abutments. It has a red tin roof, plank siding, and the floorboards are laid crosswise with additional floor planks interfaced on top running lengthwise in the center. The original bridge was replaced with a replicated covered bridge using new materials. The replicated new Charlton Mill Bridge is open to local traffic.

Still another bridge can be found by driving east on State Route 35 out of Xenia about six miles, turning right onto

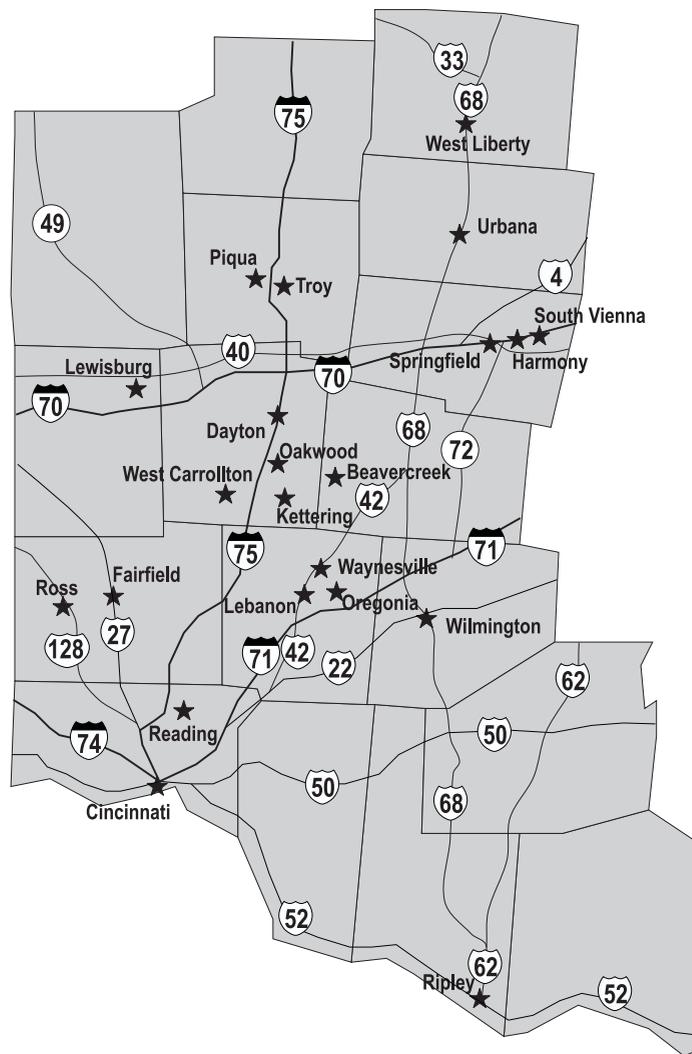


Charlton Mill Rd Bridge courtesy Gregory Hamilton

Yellow Springs we go southeast on County Road 27 about 1/2 half a mile. On the right we see the 60 ft. Cemetery Road Bridge. It was built in 1840 and originally stood at about one mile east of New Burlington, Ohio (near Cincinnati). In 1979 it was moved to Glen Helen, and now spans Yellow Springs Creek, a tributary of the Little Miami River. Cemetery Bridge is open only to foot traffic. The bridge has a tin roof, gray weathered siding, crosswise floor planking, and is an excellent example of a Howe truss.

Traveling further south on

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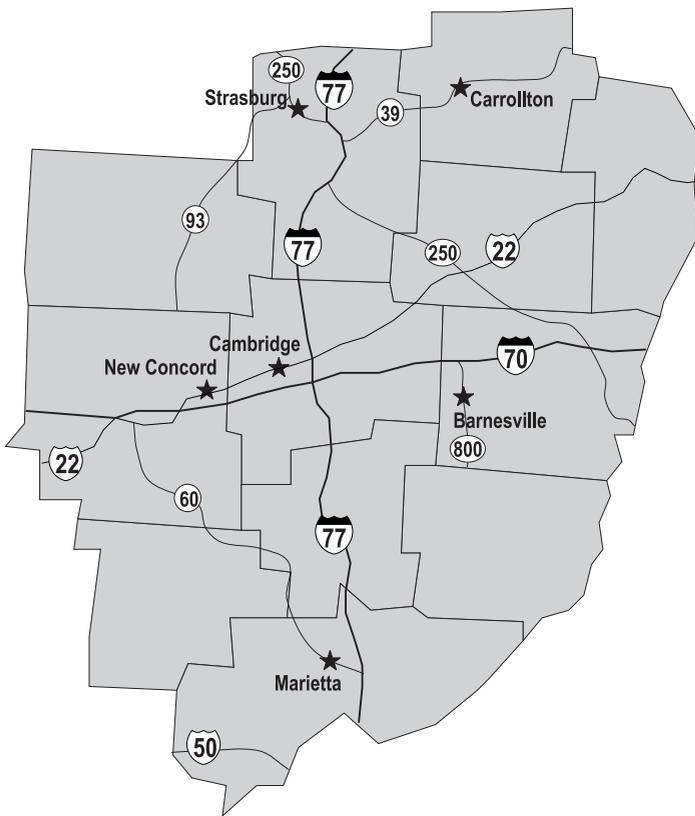


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SOUTHEAST OH



FINDING THEIR WAY

by Bob Brooke

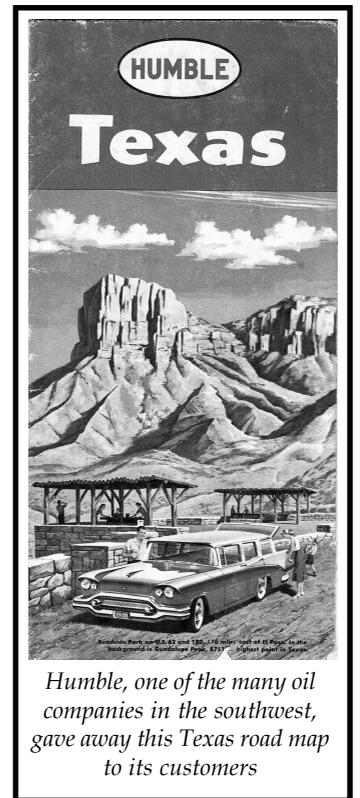
Today, many people use GPS programs to find their way, but back when the automobile first came into exist-

lution of route signs by the U.S. Government didn't occur until the automobile arrived. But as the new century dawned, the number of automobiles on American roads began to increase and so did the demand for accurate road maps. The Chicago Times-Herald printed the first automobile road map in the country for a race they sponsored from Chicago to Waukegan.

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Originally, drivers purchased gasoline for their automobiles in barrels and brought it home or pumped it out of a barrel at a grocer or dry goods store. While historians dispute the location of the first true drive-up service station that opened in Seattle in 1907. Others believe that the Gulf Refining Company of Pittsburgh built and operated the first modern service station in Pennsylvania in 1913. They also believe that this Gulf Station handed out the first free road map.



Humble, one of the many oil companies in the southwest, gave away this Texas road map to its customers

In 1918, Wisconsin's state legislature created a numbered highway system, which the federal government adopted in 1926. This new national highway system included such legendary roads

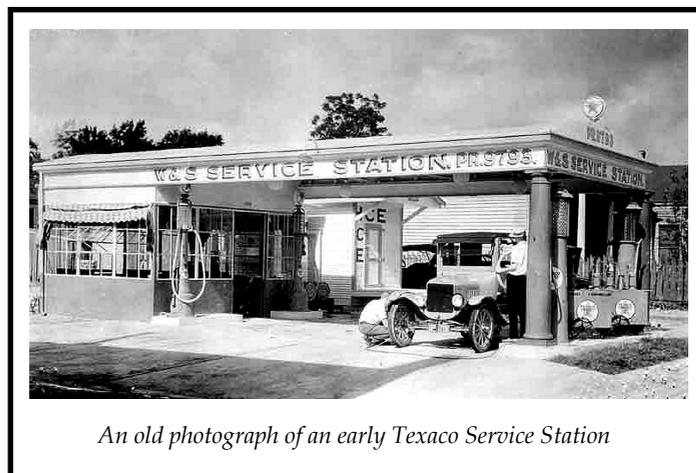
ence, the road map became an essential tool to finding their way around. Prior to the mid-1890s, bicyclists were the ones

It wasn't until automobiles became more widespread that both street maps and road signs became essential. Companies like B.F. Goodrich paid for the posting of street signs.

Some of the most rare and most historically interesting service station maps are those produced between 1920 and the end of World War II. This golden age of service station maps produced some with superb Art Deco designs and images of old autos. After the War, and especially with the expansion of the federal highway system in the 1950s, illustrations on maps featured dynamic scenes and graphics printed in vibrant colors. But after 1965, the quality of ser-



Road maps such as this one illustrated the future of automobile travel with modern service stations along the way



An old photograph of an early Texaco Service Station

who demanded good road maps. The systematic mapping of roads and the instal-

as Route 66 and California's scenic Highway 1. Rand McNally became the first ma-

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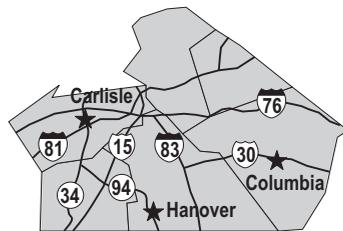
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"MAPS" Cont'd From Page 28

vice station maps declined until their virtual disappearance in the 1980s.

Oil producers such as Esso,

they're reasonably priced, and some estimate that during their peak service stations distributed over eight billion. Oil companies provided them as a service. They were made to



A photograph of a Sinclair Oil Service Station

Chevron, Shell, Gulf, Standard, Texaco, and Socony-Vacuum — later known as Mobil — all distributed maps. In addition, banks, auto clubs, and tourist agencies gave out maps to their customers and members.

Road maps belong to the growing category of collectibles called "petroliana," or anything to do with gas stations and the petroleum industry. For the most part,

be disposable, marked up by the gas station attendant as he gave directions and sent his customer on their way. But people often saved maps as souvenirs of the trips they made.

As automobiles proliferated, the marking of routes changed. Before numbered roads, stripes of paint on telephone poles, fence posts, or trees delineated the various routes, such as the Kit Carson

Trail, the Red Ball Route, the Dixie Highway, and the Bee Line.

In 1925, states began numbering their roads. At first it was an adventure to drive, but by the 1930s it had turned into a method of tourism. Tourist cabins and cafés sprang up along the way, as motorists made their way across country. Historians consider this time the road map's golden age.

The Sinclair Oil Company hired noted artists like Peter Helck, who also produced advertising illustrations for car companies. Maps featured images of a carefree and playful life on the road, with service stations welcoming children and dogs, many of which were Scottish terriers, like the ones popular in movies like "The Thin Man." Map covers also featured idyllic illustrations of gently rolling hills and beckoning horizons.

Map images also showed the cleanliness of station restrooms and the helpfulness of their attendants. In those days, customers who purchased gas also got their windows cleaned and oil checked free of charge. Maps often displayed images of attendants playing with children and pets before handing the driver a free map and sending him on his merry way.

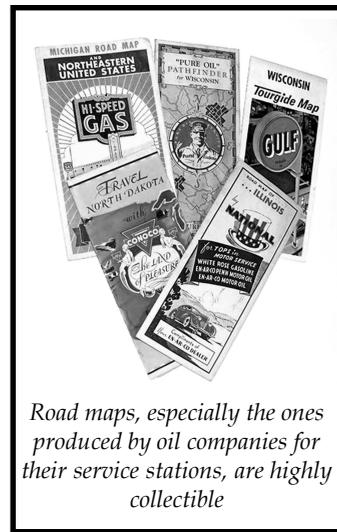
In the 1920s, maps also often showed airplanes, boats and other exciting vehicles that used the fuel and oil produced by the company issuing the map. Graphic design became more sophisticated by the 1930s, often believed to have been the golden era of the map.

Among the most sought-after items are the large five-panel maps of the 1930s issued by the Sinclair Oil Company, which hired artists like Peter Helck, a well-known painter also noted for his advertising illustrations for car companies.

Maps produced during World War II reminded motorists to slow down to save tires. After the War, maps fea-

tured dynamic scenes, vibrant colors, and great graphics.

By the baby boomer 1950s, the images tended to show nuclear families — a mom, dad, son and daughter, all



Road maps, especially the ones produced by oil companies for their service stations, are highly collectible

enjoying life on the road. During the 1960s, maps displayed the dotted lines of planned Interstates and aerial views of highway cloverleaves.



The Sinclair Oil Company hired noted artists like Peter Helck, who also produced advertising illustrations for car companies

Three companies — Rand McNally, H. M. Gousha, and General Drafting — produced most of the service station maps. These became a vehicle through which oil companies could promote the service at their stations, for it was service that differentiated them.

General Drafting produced maps for Esso, whose attendants handed out some 34.5 million maps in 1965. After 1965, the quality of service station maps declined until their virtual disappearance in the 1980s.

Today, of course, free maps are long gone. They faded

away, along with so many other aspects of the highway culture, with the 1973 energy crisis.

Road maps, especially the ones produced by oil companies for their service stations, are highly collectible. People collect road maps for many reasons. Some use them to document local history, some assemble collections of rare service stations, and others assemble a complete station series for the US. Many gas station maps are cross collectibles. In other cases, their covers may coincide with major events, like World's Fairs, or because they show Disney characters, or because they reflect local historical events, like Civil War battles.

It's often possible to date service station road maps by the name of the oil company. For instance, Esso became Exxon in 1973. Other service station maps, like Sinclair, Tydol, Flying A disappeared from large

portions of the country in the 1960s when they lost market share.

While older ones can be worth higher amounts, depending on their condition, newer ones aren't as pricey. Early road maps from the first decade of the 1900s can be worth \$75-100 today in good condition. Those from the 1920s and 1930s range in price from \$20-40. Groups of maps from the 1950s sell for \$10-20. Most of the damage to road maps occurred in their refolding, for few motorists ever mastered the art of folding a map correctly after use. ■

THERE'S GOLD IN YOUR ATTIC

THE COLLECTOR'S COLUMN

BY: MICHAEL R. HURWITZ

OF COVERED BRIDGES AND CORVETTES

As a boy growing up in the 1950s, the world seemed vast and almost out of reach. The times were a-changing and it

our growth. Some of our parents had even made us outfits, or we had outfits from the previous Halloween, so

enough allowance from doing chores (yes we were assigned chores and were paid by our parents only when we completed them) we might have enough money to purchase a bottle of Coke. We had a couple of choices then, it was Coke or Pepsi, Seven-Up or Bubble Up, or maybe an Orange Crush or Nehi Grape. That consisted of the liquid treat choices, but we usually chose Coke, and what a treat it was.

When it came time for Dad to fill the gas tank we would make our way to the corner filling station where an attendant would pump the gas, check under the hood, and clean the windshield, all for the tidy sum of twenty five cents a gallon and he did it with a smile. When we pulled in you would hear the "ding, ding" of the bell that alerted the owner that a customer had arrived. The gas pumps were in a neat row, gleaming white and lighted from top to bottom. Dad would roll down the window and would always engage the attendant in conversation. As he did, he never stayed inside the car. Dad would climb out of the car and walk around with the attendant, talking and laughing, as the gas filled the tank. Even today the aroma of gasoline evokes those memories of my dad and me making the weekly visit to the filling station.

Our family, like most other families of the 1950s only had one automobile. Dad worked and Mom was always home

we often even looked the part as we would spend hours out-of-doors in the fresh air. Even in winter you could find the neighborhood kids playing and building snowmen or engaging in a serious snowball fight.

Our treats were simple as well - penny candy - and yes it only cost a penny, and pennies were a valid form of currency and could be used every day. The candy store was located directly across the street from the school yard (the owner was no dummy) and after class we would all meet and pool our resources and fill our pockets with enough treats to last the afternoon as we mounted our 'horses' and rode the hills and valleys of the neighborhood. Some days, if we were lucky, or one of the gang had earned



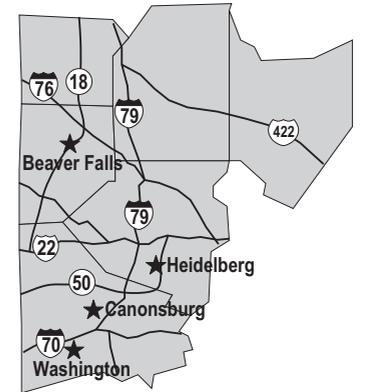
was difficult to keep up. The world after the Second World War was a marvel of new technology and also a bit frightening to a young lad. The automobiles began to look like space ships with wheels and at school the Civil Defense drills would send chills down my spine thinking that we might be attacked by Russia. Remember "duck and cover"? We were told to climb under our desks and put our bums to the window.

Now compared to today's kids we led a pretty simple life. Our play consisted of running in the alleys with our cap guns blazing. Oh yes, I know that that is completely out of the question today and not politically correct, however, playing Cowboys and Indians didn't seem to stunt

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with me. We also had my grandmother and grandfather living with us, but that wasn't unusual then. Many of the kids had at least one grandparent living with them.

Every night dinner was scheduled for 6:00 p.m. Dad would close his store downtown and drive the short distance to our home and our family would gather around the dinner table and recap the day all around. Grandpa would recall a story that he had heard, or an article he had read in the daily newspaper. Mom and Grandma would discuss a tidbit about the family, or a telephone call that they had had, and Dad would always find something interesting to share about the goings-on

downtown. I would sit and listen to the conversation. I always found it full of surprises that would spark my imagination in some way or other. Grandpa was my buddy, he would always find time to play checkers with me, and somehow I always seemed to win.

In time the radio in the living room gave way to yet another piece of furniture, this time with a large round glass porthole that would fill the room with images that would captivate and fascinate the entire family. With the arrival of television, the theatre of the mind gave way to actual performers and shows. Now you knew what Freddie the Freeloader looked like and

"GOLD" Cont'd From Page 30

where Ozzie and Harriet lived. The great cabinet that housed the memories of radio was moved to the corner of the dining room and then, one

that I would be able to purchase a Corvette? Who was I kidding?

I would scour the classifieds in the local newspaper, with no luck at all; the Corvettes

life and I admit that upon first sight I intended to purchase this beauty. Taking it for a drive only confirmed my decision and we made the appropriate arrangements to seal the deal. So there I was, a kid of sixteen with a Corvette, all my friends were buying cars as well, so when I pulled into the high school parking lot with the 58 Vette, I immediately became the talk of the school. I would park it in the back corner of the parking lot and walk the extra distance so that no other cars would be near it. Every Saturday I would spend hours washing and detailing it so it would glisten as my friends and I would make the rounds to all the Drive Inns. As you would pass another Corvette on the road you would exchange a wave, acknowledging that you were driving something special. It was a pure joy to drive and I don't believe that I have ever had an automobile that gave me the same feeling.

In the spring and summer the top was always down and the radio, AM only, was tuned to the Rock 'N Roll station with all the latest music blaring away. That first summer, when I wasn't working, I would take off early, by myself, and begin to discover the back roads of Ohio and the sights and wonders that the state offered. I drove to Cedar Point, one of America's oldest amusement parks located on the shores of Lake Erie. Now in the 1960s it had fallen on hard times and only a shell of the original glory could be found, however, I saw beyond the shabby facades of the Midway and could imagine how it must have looked in its heyday. As I traveled around Ohio I began to run across the historic covered bridges that dotted the landscape and could be found in almost every rural community. Some were plain and functional, some were works of art, and some were huge. They began to fascinate me and I made it my

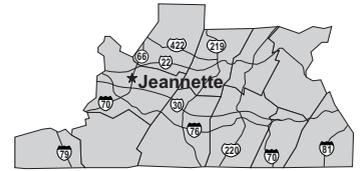
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day it disappeared, replaced by a plastic counter-top model that played more music than shows. I would soon learn to love the television shows, especially the westerns and news broadcasts. I rode the range with the Lone Ranger, Roy Rogers and Wild Bill Hickcock, and was fascinated with shows like *You Are There* that recreated historical events as if they were being covered by television reporters.

As the 1950s gave way to the 1960s, television would be my window on the world, what it was like to live in New York City, or travel to England, or to take a journey with your best buddy across America, I watched *The Naked City*, *Ben Casey* and my favorite, *Route 66*. My backyard 'horse' had given way to my bike and now I was imagining what it would be like to actually drive. Working for my father and the odd jobs in the neighborhood, cutting lawns and the like, had given me a nice bank account and I was thumbing through all the magazines looking for that "right" car, anyone who was a child of the 50s and 60s knows what I'm talking about. I kept coming back to the TV show *Route 66* and the shiny Corvette that traveled coast to coast. Was it even possible

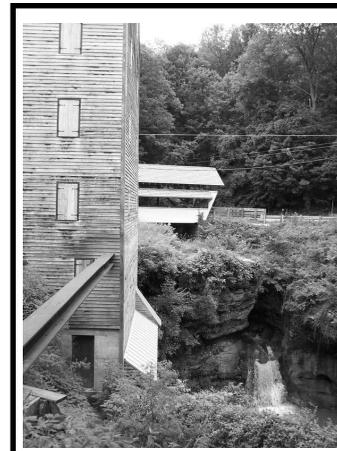
were completely out of my range. Then one day I noticed a listing for a 1958 Corvette, black with a black leather interior and with a hard top, the price \$1,800. Well that was within my reach and I immediately called and inquired about the car. The fellow I spoke with told me he was the second owner and that the car was in good shape... "When can I meet you?" We arranged to meet the next day, a Saturday, and I can remember that Friday night was one of the longest, and most sleepless nights I have ever spent. Saturday I was up bright and early, much to the amazement of my mother, out the door and heading to the University area where the car was waiting. I found the address and pulled in the alley behind the house, found the garage and saw the Corvette gleaming in the light. It was everything I had imagined and then some, the car was larger in person than it had looked in the magazines and on TV, and it seemed to be calling my name.

Now I have learned that you should never become emotionally attached to any purchase, especially cars, however, this was one of those experiences that happens only a couple of times in your

goal to visit as many as I could find.

I would set out on a mission to see how many I could cross in one day, first around Central Ohio and then branching out to the other areas of the state. Now I didn't

produced by a waterfall under the bridge. On one of my visits I summoned my courage and made my way down to the creek and followed it to the waterfall and the pool beyond. It was magical in its beauty and, looking up at the mill, you could imagine how it must have looked when the grist wheel was turning and the water was rushing. I wanted to explore the inside of the mill, however, there were signs posted and I just never brought myself to venture inside. I would make trips to this spot during the day and also at night, when you would see flocks of bats circling the mill and the bridge, and your imagination would run wild.



Rock Mill, Rock Mill Covered Bridge & Headwaters of the Hocking River Waterfalls

have Google or the Internet, so it was by word of mouth or looking on maps that pointed me in the right direction. On one of my many jaunts I ran across the Old Rock Mill and its covered bridge, and what a discovery! It would become my favorite spot. It was close to home and it was somehow special. You came upon it all of a sudden on a winding country road and as you crossed it you saw looming over it the mill, weathered, and boarded up. It presented a ghostly image even in the daylight. Parking on the side of the road you immediately noticed that grass gave way to a sheer cliff dropping fifty feet into a pool of water

I drove that Corvette through High School and when it was time to go off to New York City for college, I had to sell my treasure. It was on to other adventures and other automobiles, but I would never forget the 58 Vette and my solitary trips around the back roads of Ohio. It would instill in me the love of history and the value of preserving the treasures of the past. Whenever I come across a covered bridge now I imagine I'm driving with the top down and I'm that kid of seventeen again.

Until the next time, remember, **THERE'S GOLD IN YOUR ATTIC**, have fun and happy hunting. Watch for Michael's new book; **STATE AND HIGH; GROWING UP DOWNTOWN.** ■

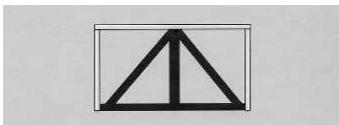
COVERED BRIDGE TERMINOLOGY

While researching the covered bridge topic we chose for this issue of *The American Antiquities Journal*, I was having difficulty understanding a lot of the terminology used in describing covered bridges. So in order to assist our readers in understanding those terms, I have compiled a list of terminology and descriptions.

One of the first, and most used, terms in describing a covered bridge is the word "truss." Truss is a common and general word used in the construction trade meaning a structural framework that provides support. We usually see trusses used on the roofs of houses, however they are used in many different applications. Trusses are typically (but not necessarily) composed of triangles because of the structural stability of that shape and design. A triangle is the simplest geometric figure that will not change shape when the lengths of the sides are fixed and stress is applied.

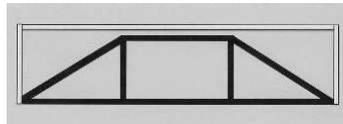
One way that a covered bridge is identified and described is by the type of truss used in its construction. Truss design determines how long a span the bridge can have and how complex it is to build. Local residents can often construct simple designs that cross small streams. More complex and multi-span bridges require more experienced builders. Types of trusses are usually named for the men who design them.

Kingpost Truss



The oldest covered bridge design is the kingpost. It is the simplest, most common, yet most limited (40-ft span) type of truss construction. The kingpost truss, however, can be used in multiples to span longer lengths.

Queenpost Truss



The queenpost truss forms an elongated, topless triangle with support posts at each end. Also a simple design, it allows for greater bridge lengths than the kingpost.

Burr Arch Truss



Theodore Burr of New York patented the Burr Arch truss in 1804. It incorporates reinforced arches that tie directly into the bridge abutment (the concrete or rock pillar that supports the ends of a bridge at the shoreline) with a series of triangular support posts. It allowed bridges to span lengths over 100 feet for the first time.

Long Truss



Colonel Stephen H. Long developed what became known as the "X" truss.

Town Truss



Connecticut architect Ithiel Town patented his truss of crisscrossed diagonals or lattice in 1820.

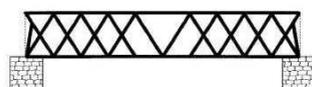
Howe Truss



Builder William Howe introduced iron into wooden truss design by substituting adjustable iron rods for the vertical

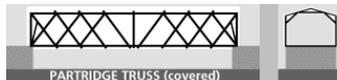
members of Long's truss.

Smith Truss



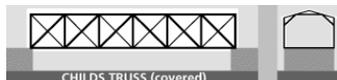
Robert W. Smith developed trusses in three variations of his basic design in 1867 and 1869.

Partridge Truss



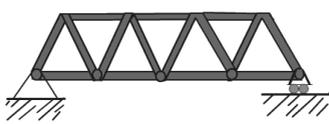
Rueben L Partridge received a patent for a design that was very similar to Smith's truss.

Child's Truss



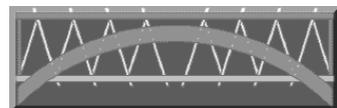
Horace Childs' truss simply added diagonal iron rods to a multiple kingpost design.

Warren Truss



Two Englishmen patented a truss using isosceles triangles and called it the Warren Truss.

Warren Truss Plus Arch



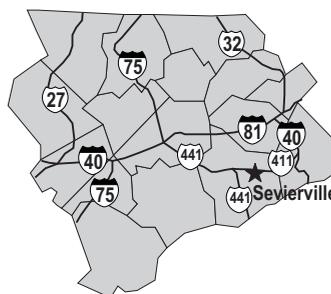
There is also a Warren Truss Plus Arch.

Wernwag Truss



As early as 1805 German designer extraordinaire, Lewis Wernwag constructed a single span bridge across Pennsylvania's Schuylkill River, a span of 340 feet. The bridge was so enormous that rumors spread all across Philadelphia that the bridge would collapse as soon as the scaffolding was removed. Thousands of people lined

EAST TENNESSEE



SEVIERVILLE

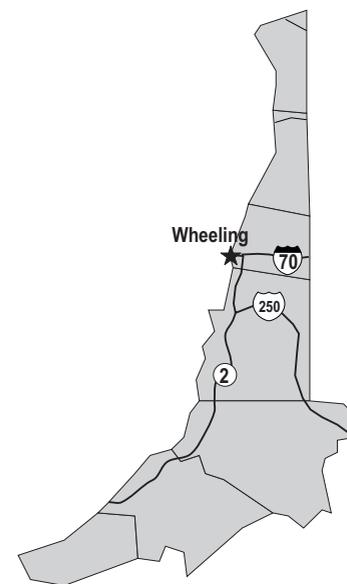
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304-234-3878
(Between 22nd & 23rd Sts.)
centremarket@hotmail.com

Coleman's Fish Market (E)
2226 Market St.
304-232-8510

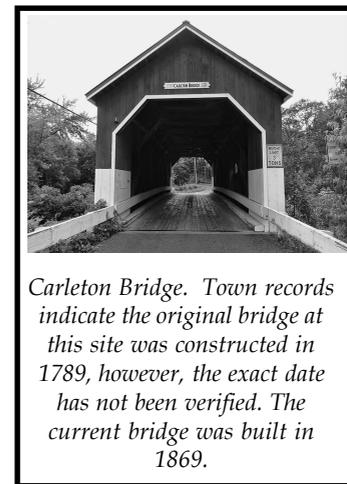


the river to watch the catastrophe. To demonstrate faith in his project, Wernwag removed the supports himself. The bridge proudly stood for 26 years until it was destroyed by fire.

At least two covered bridges make the claim of being the first built in the United States. Town records for Swanzey, New Hampshire, indicate their Carleton Bridge was built in 1789, but this remains unverified. Philadelphia claims a bridge built in the early 1800s on 30th Street and over the Schuylkill River was the first, noting that investors wanted it covered to extend its life

According to *Covered Bridges Today* (Daring Books, 1989) by Brenda Krekler, as many as 12,000 covered

bridges once existed in the United States, but that number dropped to under 1500 by



Carleton Bridge. Town records indicate the original bridge at this site was constructed in 1789, however, the exact date has not been verified. The current bridge was built in 1869.

the 1950s. The National Society for the Preservation of Covered Bridges was formed in 1950. ■

MID-OHIO VALLEY WV



PARKERSBURG

Colombo's Restaurant (E)

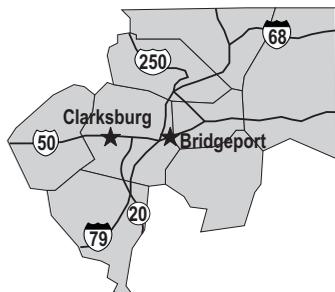
1236 7th St.
304-428-5472

MOUNTAINEER COUNTRY WV

BRIDGEPORT

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George E. Shahady
On I-79, Exit 121 off Lodgeville Rd.
304-657-8158



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West End Antiques (AM)

917 W. Pike St.
304-624-7600

ON THE ROAD



With Art Wilson

Twenty-three years ago *On the Road* had a different connotation to me that does today. Back then our goal was to establish the first and only six state 'street sheet' style print and digital media service based on face-to-face contact with our customers on regular basis. Going on the road to personally deliver our product to our customers provided that opportunity, but as our

market footprint grew we struggled to accomplish everything we had charged ourselves to do. Also as time passed, digital media began to impact print media in ways that even the big conglomerates did not anticipate. Due to their size they could not make changes quickly enough to offset the negative effects on their print businesses. We, on the other hand, were small

and nimble and able to adapt quickly and take advantage of every new wrinkle in the digital world. In so doing we became a leader in the small media industry.

American Antiquities now leads the industry with service, price and style. We have an unequal array of print and digital services to satisfy both institutional and events-oriented marketing needs. Our pricing is second to none ... starting with free and graduated to be affordable to any ongoing businesses. I should mention here that we will give you a free ad for a year if you find (apples to apples) a better deal.

Our style is mentioned third, but it is the most important over-arching aspect of our business. We are a small business that believes in buying local and selling global, looking to the future while maintaining and preserving the past, and above all we strive to conduct our affairs with honor.

Now if that sounds a little grandiose or born-again, keep in mind it took me several decades to get here. Long story short, we value our reputation and customers and work diligently every day to provide them the most cost-effective and contemporary way to invite customers to their business.

Meanwhile *On the Road* last issue was particularly enlightening. We noticed an unusual growth in new businesses started by young entrepreneurs complimented by community leaders willing to partner with them to promote themselves as important and interesting destinations. My new interpretation of *On the Road* includes recognizing new trends and discovering new thinking between committee leaders and small business people with the common goal to attract the American Heritage Tourist.

The American Antiquities Journal gives us a chance to write about our findings and inform our readers and brows-

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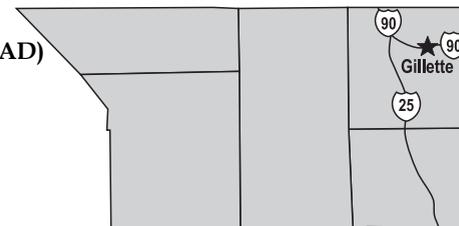
SouthCharlestonAntiqueMall.com

NORTHEAST WV

GILLETTE

Herman's Antiques (AD)

370 Hwy 50
307-682-5336



ers of new and exciting happenings in 'Antique America.' My advice for those of you who like to read books, read *The American Antiquities Journal* and enjoy interesting and informative editorial stories. Visit AmericanAntiquities.com for a digital version of the same. Reference the map listings and display ads in *The Journal* and scan the QR codes with your phones to access ever-changing colorful and informative Internet Billboards (IB). Explore the print version of GPS Antique Atlas for more listings and QR codes of places to visit and things to do in 'Antique America.' Download GPS Antique Atlas mobile app from Google Play for Android or bookmark m.GPSantiqueatlas.com for I-

phone.

Peruse this partial list of new discoveries this issue:

Visit New Generation Antiques, Mt. Victory, OH - recently opened & operated by Ryan Phillips.

Visit The Market Place, West Liberty OH - a recently acquired and refreshed landmark business, Malia & Tom Hughes, Proprietors.

Visit Alligator Jack's Flea Market, Pomeroy OH - big enough to be well worth your while. Kim, the manager will take good care of you.

Visit 27 West & Company Antiques, Pickerington OH. Misty & Christy have gathered and repurposed a unique array of things for you to appreciate.

See you.... *On the Road* ■

The Haunting Truth About Airtight Bridge

Airtight Bridge is a steel bridge spanning the Embarras River in Coles County, Illinois, 8 miles north of Charleston, Illinois.

Airtight Bridge was like most rural bridges for decades... A place for kids

Bradley, Illinois, who disappeared from her home a short time before her remains were found over 100 miles away in Coles County. The revelation was the result of cooperation between Coles County Sheriff's Detective Art

point she filed a missing persons report. According to Dave Fopay of the Journal Gazette, "Detective Art Beier saw the report on a national listing, realized Small's descriptions matched that of the Airtight Bridge victim and



and drifters to drink and swim, but on October 19th, 1980, the bridge was the site of a truly disturbing discovery. Two men saw a body just 50 feet up the river, but something wasn't right. The woman's nude body had been brutally mutilated- no head, no hands, no feet. Nearly a year after her discovery, the unidentified body was laid to rest in Charleston's Mound Cemetery under the name "Jane Doe." Those who remembered the case occasionally traveled to her grave and left flowers or other tokens of their sympathy. Finally, in 1992, 12-years after the discovery of the body, there was a break in the case. On November 20, the Sheriff's Department held a press conference in Charleston, this time to announce that the identity of the Airtight victim had been discovered. Her name was Diana Marie Riordan-Small, a resident of

Beier and Detective Steven Coy of the Bradley Police Department. Slowly but surely, a picture of what happened to Diana Small began to emerge.

The reason that no one who matched the description of the body found at Airtight turned up in the missing persons reports was that Diana was never reported missing. "Her husband... told police he wasn't all that concerned because Small had left home on occasions before," the Journal Gazette reported. Furthermore, Diana's mother and sister had joined a small Christian sect before moving west, where they became disconnected from Diana and her husband. After nearly a decade, her sister, Virginia, left the church and moved to North Carolina. Virginia decided to get in touch with the rest of her family and learned of her sister's disappearance, at which

contacted Bradley police."

In October 2008, the anonymous headstone that had marked the grave of Diana Small was replaced with one bearing her name. With the laying of a new monument, this chapter of the Airtight Bridge murder came to an end, but the family of the victim and the few who refuse to give up the pursuit of justice will never forget. Those rusted, burgundy trestles that span the Embarras along that winding road in rural Coles County will always elicit a tingle along the spines of visitors, as well as a supernatural sense that something very wrong happened there.

Today, people who use the bridge claim there's an odd stillness that creeps around it. Perhaps the murderer threw her body off this bridge and returns from time to time to reminisce about his murder or, even scarier, to do it again.

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“THE REST OF THE STORY”

Thank you for helping populate GPS Antique Atlas mobile app. As a small business, we appreciate the value of networking & encourage you to download or bookmark GPS Antique Atlas app to your mobile device & tell your friends about our services.

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1. \$2.50 per month (\$30 per year) provides you an interactive line listing (name, address, & phone #) on GPS Antique Atlas mobile app.
2. \$5.00 per month (\$60 per year) entitles you to #1 above & a line listing in the annual print version of GPS Antique Atlas mobile app (titled GPS Antique Atlas).
3. For an additional \$89 per year (\$149 per year total) you enjoy the benefit of #1 & #2 and at your direction, we design, host, and maintain a monthly-changeable, Facebook-like internet billboard (i-Board) for your business. We also assign your iBoard a QR code, and post it with your listing in GPS Antique Atlas magazine. Your QR code links to your i-Board, and we provide you a quality QR code image for you to use in all your other print promotions.
4. For an additional \$40 per year (\$189 per year total) you enjoy the benefit of #1, #2 and #3 and your line listing also appears in both semiannual copies of The American Antiquities Journal. Plus at this service level your digital app listing is expanded to include a picture and a 25-word description of your business with links to your other digital media.
5. For an additional \$86 per year (\$275 per year total) you enjoy the most cost-effective service we provide to brand and attract customers to your business. #1, #2, #3, & #4 are included and with #5, your line listing in The Journal is upgraded to a cameo display, which allows use of a logo, a unique font, and a narrative description of your business. Once again, we do the work to design and implement your cameo display ad at your direction.

SPECIAL NOTICE

As mentioned previously, American Antiquities is a small business. We experience the same rigors as the majority of businesses with which we network. Our first efforts to cure a not-so-good situation usually involves doing things differently and looking for non-cash deals to improve our operation ... a.k.a. "sweat equity" deals. To satisfy the interest in sweat equity deals, American Antiquities offers the following:

(A) Convince 3 friends to list their businesses on GPS Antique Atlas mobile app showing you as the referral, & American Antiquities will upgrade your mobile app listing with a picture & a 25 word description of your business for one full year ... FREE!

(B) Convince 5 friends to list their businesses on GPS Antique Atlas mobile app showing you as the referral & American Antiquities will upgrade your mobile app listing with an Internet Billboard (iBoard) with all the attendant benefits for one full year ... FREE!



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Use both print & digital media to invite every generation of buyer to your business.

- Millennials (35 & younger)
account for 50% of nonessential retail sales
& use Smartphones 90% of the time to plan their day.
- Generation Xers (ages 35-55)
account for 30% of nonessential retail sales
& use Smartphones 50% of the time to plan their day.
- Baby Boomers (55 & older)
account for 20% of nonessential retail sales
& use Smartphones 25% of the time to plan their day.

American Antiquities will invite every demographic to your business.

We're young enough to get it and old enough to get it right!

We started about 20 years ago with our antique shop, The American Antiquities Gallery, & quickly grew to establish two print publications: The American Antiquities Journal & GPS Antique Atlas and three websites, AmericanAntiquities.com, GPSAntiqueAtlas.com and TheOldeNewsBlog.com

We recently merged our print & digital media with a mobile app & two digital QR code & app-linked services [iBoards (internet billboards) & Tweakable Classifieds]

**As legendary journalist Paul Harvey would have phrased it...
Read the inside cover of this back page for
"The rest of the story"**