A Tale of Two Bridges:
A History of Ohio University Lancaster's John Bright Bridges

Mark D. Nevin
Ohio University Lancaster

This article examines the history and significance of Ohio University Lancaster's (OUL) John Bright bridges. It begins with an investigation of John Bright, the bridges' namesake and one of Ohio's pioneers, and examines the important role he and his family played in the founding of Fairfield County. It then considers the bridges' builder, August Borneman, and the significant engineering features of his John Bright bridges, locating their construction within the context of late-nineteenth century bridge building and industrial development in Ohio. Finally, the article details the OUL-led effort to relocate and preserve the two bridges. This history of the John Bright bridges provides a glimpse into two hundred years of Ohio history from the state's pioneer period when the first settlers carved communities out of a rugged wilderness to the coming of railroads and industrial development in the late nineteenth century to the successful campaign to preserve some of Ohio's most distinctive, but endangered, cultural treasures in the late twentieth century.

On April 19, 1988, residents who live along Route 37 in rural Fairfield County, Ohio, had quite a surprise. While they might have been accustomed to seeing large, slow moving vehicles—farm tractors, school buses, and snowplows—traveling along the highway, they had never before seen a seventy-foot bridge coming down the road. On that day, John Bright #2, a 107 year-old covered bridge, traveled twelve miles down Route 37 from its old home over Poplar Creek to the campus of Ohio University Lancaster (OUL) and its new home over Fetters Run. The truck that towed the thirty-five-ton bridge along on twin I-beams and sixteen large wheels traveled no more than ten miles an hour and had to make frequent stops. Although movers had removed the bridge's roof for the trip, the bridge was still too tall to pass under utility lines, so utility workers had to raise the lines as the bridge passed beneath them. In the end, it took almost a day to move the bridge.[i]

But that was not the last time residents on Route 37 had the unique opportunity to spy a historical bridge traveling down their road. In 1991, the 104 year-old John Bright #1, an all-metal bridge, which spanned Poplar Creek a few hundred feet from where John Bright #2 had been located, also made the trip to Fetters Run. Unlike its covered relation, John Bright #1 was completely dismantled and reconstructed at the new site. In the summer of 1999 the bridge was reopened to pedestrian traffic and joined John Bright #2 on the grounds of the OUL campus. After more than 10 years apart, the John Bright bridges were reunited.[ii]

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The John Bright Family

The two John Bright bridges built in the 1880s over Poplar Creek in Fairfield County bear the name of one of the county's first settlers. John Bright was born in Berks County, Pennsylvania, and moved, with his brother David, to Ohio sometime before the War of 1812. The Bright family had emigrated from Germany to America in the 1700s and somewhere along the way had changed the family name from Brecht to Bright. The Bright brothers, like many Pennsylvania Germans who moved to Fairfield County in the early 1800s, probably traveled by horseback along Zane's Trace, an early road from Wheeling, West Virginia, to Maysville, Kentucky. Settlers started to move into the area when most of the Indians left after ceding much of Ohio to the United States in the Treaty of Greenville in 1795. The county was organized in 1800.[iii]

David Bright settled in Greenfield Township, a few miles northwest of Lancaster. He and the other early settlers of Fairfield County faced difficult living conditions. Some of the settlers lived in tents covered with bark and many fell sick of yellow fever. David Bright eventually built a cabin, cleared a farm, and "like many pioneers ran a whiskey distillery near his home." In 1806, he was one of the 1,551 taxpayers listed in county tax records. He and his wife, Sarah, had two sons, David and John, and four daughters before he died at the age of 42.[iv]

John Bright settled a few miles north of his brother on Poplar Creek in what would later become Liberty Township. He may have resided on land that his father had purchased. At the time, the area was "covered with dense forests of beech, sugar, and other forest trees." John Bright was a very successful farmer who "cleared many acres of land, placed splendid improvements upon his property, and developed one of the best farms in the township." It is not clear how much land he owned. One history places the number at over 300 acres and another at over 1,700 acres. But it is known to operate both a flour mill and a saw mill on his farm. By 1850, he seems to have divided his considerable holdings among his sons John and Enoch. According to 1850 Census records, the elder John Bright owned only $100 worth of real estate, while his sons John and Enoch each owned real estate worth $4,482.[v]

John Bright was also a religious leader in his community. He was a member of the Evangelical Association, a Methodist sect founded by Jacob Albright in Pennsylvania in the 1790s. As early as 1816, missionaries carried the church's message to Fairfield County, where they originally held church services in private homes. In 1830, John Bright donated some of his property for the construction of the first Evangelical Association church in the county. At the time, church services were conducted in German. Later, the Evangelical Association dropped this requirement and church membership greatly increased. By 1877, the Evangelical Association had fifteen churches in Fairfield County. It, however, still had its "strongest hold" in Liberty Township, the home of its first church. In the 1870s Evangelical Association members from Liberty Township raised $8,000 for two new churches, which may have replaced the original church on John Bright's land. By 1901, there were more than twenty churches, "all well attended."[vi]

Although John Bright died in 1853, long before the construction of the new churches, his memory lived on in his family, his farm, and the two bridges that bear his name. He married three times and reared a large

family before he died at the age of 66. He and his sons were "very prominent men in their township" and were "well known throughout the county." Four of his daughters married and raised large families of their own. At least two of his sons, John and Enoch, were successful farmers and prominent citizens in their own right.[vii]

The younger John Bright acquired the family farm after his father died and owned it in the 1880s when the John Bright bridges were built. Under his care, the value of the farm almost doubled from $8,450 in 1860 to $15,750 in 1870. Like his father, the younger John Bright was a member of the Evangelical Association. He was also a member of Republican Party and served for four months in the 106th Ohio Voluntary Infantry during the Civil War. He and his wife Harriett had two daughters. He died in 1928 at the age of 95. His older brother Enoch Bright was also a successful farmer, who owned "one of the best improved and most productive farms in the township."[viii]

The elder John Bright and several members of his family are buried in a cemetery on land that used to be part of the family farm. The large, ornate monument bearing the name "Bright" that marks his final resting place testifies to his important place in county history. According to historian C.M.L. Wiseman, a contemporary of his children, John Bright would have been proud of his offspring. "His descendants bear an honored name," wrote Wiseman in his 1901 history of Fairfield County, "and worthily maintain the reputation of the old pioneer."[ix]

August Borneman and the John Bright Bridges

Fairfield County in the late nineteenth century bore little resemblance to the rugged wilderness out of which John Bright had cleared and constructed his farm in the early 1800s. In the two decades after the Civil War, the county, along with much of the nation, moved rapidly into the industrial age. The expansion of the nation's railway system was one of the main catalysts. In Fairfield County, the construction of the Columbus and Hocking Valley Railroad, which, when completed in 1869, ran from Columbus to Lancaster to Athens, spurred population growth and economic development. Before the railroad, it had taken weeks for freight and people to travel between New York City and Fairfield County. Now a passenger could make the journey in a little over a day. The population of the area swelled. Lancaster's population, for example, grew forty-four percent in the 1870s from 4,725 to 6,803. Railroads gave the county's farmers access to

distant markets and enabled them to sell more crops and cultivate more land. By 1885, there were more than 130,000 acres under cultivation in Fairfield County. In that year, Fairfield farmers produced more than 160,000 bushels of wheat, almost 2.7 million bushels of corn, and over 700,000 pounds of butter. The railroad also encouraged local industry. The railroad opened up new coal fields in the Hocking Hills south of Lancaster and led to the creation of new manufacturing firms, including Lancaster Iron and Shovel Works, Hocking Valley Manufacturing, and Hocking Valley Bridge Works.[x]

If August Borneman, the founder of Hocking Valley Bridge Works and the builder of the John Bright bridges, came to Ohio determined to pursue a career as a bridge builder, he chose the right place. Born in Germany in 1843, Borneman immigrated to the United States in the 1866 after having served in the military, where he may have received training as a machinist. By 1870, Borneman had made his way to Lancaster. According to Census records, he resided at a boardinghouse in town and listed his occupation as a journeyman machinist. Although it is not clear whether Borneman received formal training as a bridge engineer before arriving in Lancaster, the area's industrial growth would have given him the opportunity to gain practical experience as a bridge designer and builder.[xi]

Ohio was home to a number of leading bridge companies and bridge builders in the late nineteenth century. The King Iron and Bridge Company of Cleveland, for example, was one of the nation's largest and most successful bridge companies and held a number of metal bridge patents. The Wrought Iron Bridge Company of Canton built bridges throughout the country and had published an important book on the history and science of iron bridge building. David H. Morrison of Dayton designed and built innovative combination (metal and wood) suspension bridges throughout the state. Another Ohio bridge builder who made an important contribution to bridge design was William M. Black. Black owned the Ohio Iron and Bridge Company of Lancaster and built numerous bridges in Fairfield County in the 1870s. In 1875, he earned a patent for an all-metal suspension bridge, with a unique inverted bowstring arch-truss.[xii]

Black may have taught Borneman about bridge engineering while Borneman worked for him in the early 1870s. If he did, Borneman was a quick study. In 1877, Black took on Borneman as a partner and the two opened their own bridge works in Lancaster. But the partnership did not

last. The next year Borneman won bridge contracts in his own name. Black left the area shortly thereafter.[xiii]

Borneman quickly replaced his former partner as the leading bridge builder in the area. From 1878 to 1889 he built, remodeled, and repaired dozens of bridges in Fairfield and the surrounding counties either under his own name or under the name of his company, the Hocking Valley Bridge Works. He earned patents for his bridge designs as well as for farm machinery. He was clearly a favorite of Fairfield County Commissioners. His name appears over and over again in county records. In November 1883, for instance, the county paid Borneman the large sum of $1923 for "repairing, adjusting, roofing, siding, and painting bridges in Fairfield County." In February 1884, county records show that he did work on the county jail and built a new door frame for a furnace at the county auditor's office.[xiv]

As Borneman's business took off, he opened a bridge works in Lancaster. In 1882, Borneman bought land on the corner of High and Canal streets in Lancaster for $800. In 1889, Borneman's wife sold the land for $3,000, almost four times what her husband had paid for it only a few years earlier. The steep jump in the value of the property presumably reflected improvements, new buildings and equipment, Borneman had made to the bridge works in the seven years he owned it.[xv]

Two of Borneman's greatest creations were the John Bright bridges. In 1881, Borneman won the contract to build a bridge over Poplar Creek on Bish Road near Baltimore. The bridge would become known as John Bright #2 Covered Bridge. On July 11, Fairfield County Commissioners instructed the county auditor to "advertise for proposals for the masonry and superstructure of a bridge in Liberty Township near the residence of John Bright." The bridge was to "span 70 feet, height 11 feet . . . with abutments to be built of good black sandstone, well bedded and grouted, with clean, sharp sand and fresh burnt lime." Two weeks later county commissioners awarded Borneman the contract for three bridges, including John Bright #2. Borneman submitted several possible plans for the bridge, including an all-metal bridge. The county commissioners chose Borneman's "combination" metal and wood suspension bridge. At a time when metal bridges were starting to supplant wooden ones, Borneman's bridge featured a metal truss with an inverted bowstring suspension chain, an unusual design which resembled patents held by Morrison and Black, and an innovative metal sway bracing system. But it also featured a covered roof, floor beams, and side panels made of wood. "The bridge," writes bridge historian David

Simmons, "spans the transition between wood and metal technology—both in terms of design and calendar." The combination truss cost $13.25 per linear foot for a total cost of $927.50 for the 70-foot span. The county commissioners awarded the contract to build the foundation to Peter Stultz at a cost of $4.95 for 25 cubic feet. This brought the total cost of John Bright #2 to over $1,000.[xvi]

It is not known how the county paid for the bridge, but typically the money for bridge building came from various sources. Local property taxes presumably covered the bulk of the cost for the bridge. But the state sometimes contributed funds for bridge building. And when a citizen petitioned the county to build a bridge, it was sometimes the petitioner's responsibility to raise any money for the project over and above what the county commissioners were willing to pay. "They did this," writes Miriam Wood, author of *The Covered Bridges of Ohio*, "by going door to door in the neighborhood where the bridge was to be built and extracting promises or 'subscriptions' from neighbors." It is possible that the Bright family and other Liberty Township residents might have helped to pay for John Bright #2. It is also possible that Borneman or one of his employees might have had the "thankless task" of collecting money due for the bridge from Bright and his neighbors, since bridge builders were sometimes responsible for collecting money owed for their bridges.[xvii]

In 1883, Fairfield County hired Borneman to build another bridge over Poplar Creek, this time on Havensport Road around the corner from John Bright #2. The new bridge, which became known as John Bright #1 Iron Bridge, replaced the Smith Mill Bridge, which flooding may have damaged. John Bright #1 is very similar in design to its older sibling John Bright #2, although it is an all-metal suspension bridge. Carnegie Steel Company manufactured the steel. Like its covered counterpart, John Bright #1 has an inverted metal arch and Borneman's trademark metal sway bracing system. But it has an additional feature—a stylized nameplate proclaiming the name of its builder, "Hocking Valley Bridge Works, Lancaster, Ohio." The county paid Borneman and Hocking Valley Bridge Works a total of $1920, almost twice the cost of John Bright #2, for his all-metal bridge. Perhaps Fairfield County officials were willing to pay the higher price for a metal bridge because it would have been expected to last longer than a wooden bridge. It also would have been expected to carry more traffic than John Bright #2. Havensport Road, Route 263, was a main roadway between the towns of Baltimore, Carroll, and Lancaster, all of which were on a railroad line.[xviii]

Borneman did not get the opportunity to build many more bridges. He died suddenly and prematurely from a heart ailment in 1889 at the age of 45. He left behind his wife, Mary, four brothers and two sisters. He was buried at Forest Rose Cemetery, which had just been acquired by the city of Lancaster and at the time was located at the far north end of town. A simple, but sizeable monument, with "Borneman" carved on it in German lettering, still marks his grave. His obituary referred to him as "the well known proprietor of the extensive Hocking Valley Bridge Works and prominent citizen of Lancaster." He was remembered as a "fine mechanic, an excellent draughtsman, [who] in his knowledge of bridge building had few superiors." Although he was "greatly mourned," his name lives on in his bridges, especially his two John Bright bridges.[xix]

Preserving the John Bright Bridges

August Borneman built numerous bridges during his short career, but only five, including the two John Bright bridges, are still standing today. The three other bridges are covered bridges—the Johnston Covered Bridge over Clear Creek in Fairfield County, the Hills Covered Bridge over the Little Muskingum River in Washington County, and the Kidwell Covered Bridge in Athens County. The Kidwell Bridge, which was rehabilitated in 2003, is the only Borneman bridge still open to vehicle traffic. At one time Ohio had the most covered bridges in the nation. But most of Ohio's nineteenth-century bridges were lost to floods or the ravages of time. Of the estimated 3,500 covered bridges in Ohio in the late 1800s there were only 609 left by 1937. That number continued to decline steadily over the next three decades. By 1970, Pennsylvania had overtaken Ohio as the state with the most covered bridges. "Generally ignored and unpublicized," wrote Richard Sanders Allen in his 1970 history of covered bridges of the Midwest, "was the fact that until recent years it was Ohio, not Vermont or any of the New England states, which led the nation in total number of covered bridges." A 1988 study found that there were only 146 covered bridges left in the state. Many of the state's historic metal bridges were lost as well as they proved unable to handle the ever greater demands of vehicle and railroad traffic and were replaced.[xx]

The dwindling stock of the state's historic bridges would have been much lower had not Ohio public officials, bridge enthusiasts, and others mobilized to save some of them. Ohio has long been a leader in historic bridge preservation. In 1941, engineer John A. Diehl, working with the Ohio

Historical Society (OHS), founded the Ohio Covered Bridge Committee to inventory and preserve Ohio's covered bridges. Diehl developed a numbering system for the state's covered bridges that was adopted nationwide. In 1953, the OHS published the first map of the state's covered bridges. In 1960, the Southern Ohio Covered Bridge Association (SOCBA), now known as the Ohio Historic Bridge Association (OHBA), was founded to save the last covered bridge in Muskingum County. For more than fifty years the OHBA has been helping to preserve Ohio's historic bridges. In 1983, the Ohio Department of Transportation (ODOT) completed a comprehensive two-year study in which it inventoried and assessed the state's historic bridges for inclusion in the National Register of Historic Places, which was established in 1966 to identify historic properties and structures give them consideration in the planning of federal projects. The Ohio historical bridge study spawned similar studies in many other states. Today, ODOT's on-line database of historic bridges contains detailed information on almost 3,000 state bridges. Almost 500 Ohio bridges are either listed on or eligible for the National Register.[xxi]

Two of the Ohio bridges listed on the National Register are the John Bright bridges. In the 1970s, Miriam Wood of SOCBA prepared nomination forms for over fifty bridges, including the two John Bright bridges. John Bright #2 was added to the National Register in 1975. John Bright #1 was listed in 1978. At the time, the two bridges were located at their original sites over Poplar Creek and still carried vehicular traffic. But John Bright #2 was restricted to loads of 2 tons or less, which meant school buses, fire trucks, and other large vehicles could not use it.[xxii]

In the 1980s and 1990s, Fairfield County Engineer Robert Reef deemed a number of the county's historic bridges, including the more than one hundred year-old John Bright bridges, unfit for vehicle traffic and designated them for replacement. In addition to its weight limits, John Bright #2 had a rotted roof and its siding was gone. Although it was in better shape, John Bright #1 was "too narrow and in a bad location" and had been damaged by a truck. Because of the historical significance of many of the county's old bridges, especially those listed on the National Register, Reef did not want to demolish them. Instead, he opened up a sort of "adoption agency" for the county's historic bridges and joined forces with the OHS and the OHBA to find new homes for them. OHBA President David Simmons has long been a leading advocate for historic bridge preservation. Among other things, he has placed advertisements about the state's endangered historic

bridges in various engineering and preservationist publications and written numerous articles publicizing successful preservation efforts. Over the last twenty-five years, a number of the county's historic bridges, including the two John Bright bridges, have been preserved either through on-site renovation or relocation and renovation.[xxiii]

In 1988, OUL Dean Ray Wilkes contacted Reef about adopting John Bright #2 and moving it to the OUL campus. According to his grandson, Wilkes "always valued local history and wanted to make sure future generations would understand the lives of people who came before them." When he saw an article in a local paper about Reef's efforts to find new homes for the county's historic bridges, Wilkes "saw an opportunity to save a piece of local history and make it come alive again here on campus."[xxiv]

Wilkes and other university staffers worked with Reef and many community organizations and volunteers to relocate and restore the historic bridge. Before the bridge could be moved, OUL Physical Plant Director Hal Nihiser and the physical plant staff had to take the roof off the bridge so it could fit under power lines. As the bridge travelled the twelve miles to the campus utility workers still had to raise utility lines as the bridge passed underneath them. Once the bridge made it to campus, OUL Engineering Professor Gary Lockwood surveyed the site across Fetters Run and designed new abutments, which were constructed by OUL physical plant staff using 46 yards of concrete and sandstone blocks from the original bridge site. A local sawmill company donated poplar-wood siding to replace the side walls. OUL staffers and community volunteers attached the new siding, added new metal to the rafters to shore up the roof, and painted the bridge using a special paint mixture that closely matched the original paint. The dedication for the relocated bridge took place on October 28, 1988. It took two more years to complete the restoration of the bridge. In the end, Fairfield County, OUL, and local citizens and organizations donated $15,000 to cover the cost of the restoration. In 2014, OUL applied to the Ohio History Connection for a historical marker for John Bright #2. The marker was awarded the following year. In July 2015, OUL held a dedication event for the marker, which included a video documentary of the bridge's move to OUL in 1988 and a panel discussion about the bridge's history and significance.[xxv]

The restoration of John Bright #1 required a much bigger community effort and took much longer to accomplish. After the county disassembled the all-metal bridge and transported it to the OUL campus in

1991, it took another eight years to reconstruct and rehabilitate the bridge. Budget constraints and the death of OUL Dean Wilkes in 1994 forced the postponement of reconstruction plans. In 1996, however, new OUL Dean Charles Bird reached out to the Lancaster Festival, which holds an annual concert on the OUL campus, to help revive the project. University and festival staffers worked together to develop a restoration plan and apply for a grant to help pay for the nearly $87,000 needed to restore the bridge. Although the grant request was denied, Festival Board member David L. Johns was determined to complete the project. He persuaded community and business leaders to lend a hand. In the end, university and festival personnel, local businesses, and community volunteers donated countless hours, materials, and services to restore the bridge. After Johns passed away in December of 1998, his family donated the funds to finish the project. In July of 1999, John Bright #1 took its place alongside John Bright #2 across Fetters Run and welcomed visitors to OUL and the Lancaster Festival.[xxvi]

Conclusion

The relocation and restoration of the John Bright bridges preserved two of Fairfield County's and Ohio's treasured historical landmarks. Ohio once led the nation in covered bridges. Fairfield County, which was once home to an estimated 270 wooden bridges of all types, has long been "far and away the covered bridge capital of Ohio." As late as 1950, there were 46 covered bridges in the county. Today, Fairfield County has only about 20 covered bridges left standing. As one of the county's few remaining covered bridges, John Bright #2 keeps this vital heritage alive. Its sibling, John Bright #1, is even more historically significant, featuring "the only all-iron suspension truss in Ohio and perhaps the United States." Together, OUL's John Bright bridges serve as monuments both to the creative genius of Ohioans in the past and to the successful preservation efforts of Ohioans in the present.[xxvii]

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   i.   *Lancaster Eagle-Gazette*, April 20, 1988.
   ii.   "John Bright Bridges," undated, Ohio University Lancaster Records.
  iii.   *A Biographical Record of Fairfield County Ohio* (New York, 1902), 60.
  iv.   Hervey Scott, *A Complete History of Fairfield County, Ohio* (Columbus, 1877), 42, 88; C.M.L. Wiseman, *Pioneer Period and People of Fairfield*

County, Ohio (Columbus, 1901), 325. David Bright is buried in Bacher-Baugher Cemetery in Dumontville, Ohio.

v.   Scott, 86; *A Biographical Record of Fairfield County*, 60; *1850 Federal Census for Fairfield County, Ohio*.

vi.   Scott, 140-141; Wiseman, 35.

vii. Wiseman, 328.

viii. *1860 Federal Census for Fairfield County, Ohio; 1870 Federal Census for Fairfield County, Ohio*; A.A. Graham, *History of Fairfield and Perry Counties* (Chicago, 1883), 28, 392; John Bright Certificate of Death (no. 6588), Department of Health, Fairfield County, Ohio, Ancestory.com, http://ancestory.com., accessed November 26, 2014.

ix.   Wiseman, 328. The Bright family cemetery is located on Havensport Road just north of Popular Creek.

x.   David R. Contosta, *Lancaster, Ohio, 1800-2000: Frontier Town to Edge City* (Columbus, 1999), 71-72, 73, 79; John W. Klages, *Covered Bridges of Fairfield County, Ohio* (Columbus, 1996), 3-4.

xi.   Miriam Wood, *The Covered Bridges of Ohio: An Atlas and History* (Columbus, 1993), 42-45; *1870 Federal Census for Fairfield County*.

xii. David Simmons, "Bridge Preservation in Ohio," *Ohio's Cities and Villages* (August 1978), 15-16; Wood, 40-42. A truss is an arrangement of components, usually in the form of triangles, which forms the rigid framework that supports a bridge.

xiii. Wood, 42; Journal Entry, September 14, 1878, Fairfield County Board of Commissioners, Ohio Historical Society, Columbus, Ohio.

xiv. Journal Entries, November 28, 1883, February 9, 1884, Fairfield County Board of Commissioners; Wood, 42-43.

xv.   Frances A. Jones, John Bright #1 Iron Bridge, Historic American Engineering Record, Library of Congress, http://www.loc.gov/item/oh1475/, accessed September 10, 2015.

xvi. Journal Entries, July 11, 1881, July 23, 1881, Fairfield County Board of Commissioners; David Simmons, "Engineering and Enterprise: Early-Metal Truss Bridges in Ohio," *Timeline* (February/March, 1985), 16. Sometime later a wooden arch was added for additional support.

xvii. Wood, 48.

xviii. Journal Entries, November 8, 1883, June 18, 1884, July 5, 1884, January 21, 1885, Fairfield County Board of Commissioners. The county sold the damaged Smith Mill Bridge for $93.55. "Carnegie" is stamped on the metal girders of John Bright #1.

xix. *Lancaster Eagle Gazette*, March, 27, 1889; Contosta, 102.

xx.   Wood, 43, 167; *Youngstown Vindicator,* March 20, 1988; Richard Sanders Allen, *Covered Bridges of the Middle West* (Brattleboro, VT, 1970), 4; *Columbus Dispatch*, March, 13, 1988.

xxi. Wood, 175; Ohio Historical Bridge Association website, http://oldohiobridges.com/ohba/index.htm, accessed September 10, 2015; *The Ohio Historic Bridge Inventory, Evaluation, and Preservation Plan* (Columbus, 1983); ODOT Historic

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xxv.   [1] "John Bright Bridges from Poplar Creek to Ohio University Lancaster,"
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xxvi.   "John Bright Bridges from Poplar Creek to Ohio University Lancaster;"
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xxvii.   Wood, 53; Allen, 49; David Simmons, "Fairfield County Structure is Only
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