

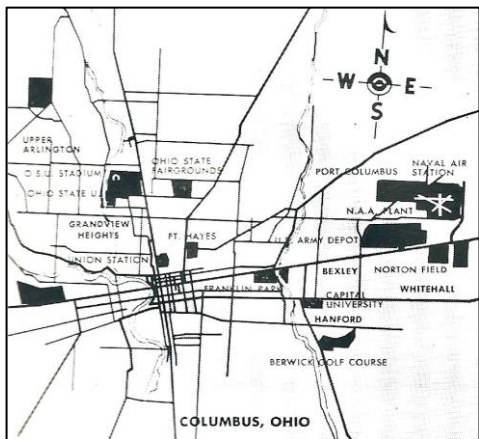


When the Burg Grew to a City



by Suzy Millar Miller

In the 1950s Reynoldsburg grew from a small village which was family and farm-based into a city very quickly. There was a population boom that really didn't originate in the Burg, but from surrounding areas. People were moving



into our community from all over the country. They weren't moving here because of our rich farmlands or our friendly residents, they were coming because of industry being built around Columbus. The Burg didn't have any large company located within its borders. According to US Census reports, the Burg population from 1850-1940 ranged from 309-652 people. In 1950 the population was 724, but in the 1960 census the number

had risen to 7,793 citizens. That represents a 976 percent increase in just 10 years! It was obvious we became a "suburb."

Suburbs grew rapidly in North America after World War II as returning veterans found jobs in factories and needed places to raise a family. One of the first things the vets bought was a car so they could drive to work a few miles away from their new homes in neighboring towns.

The Burg gained some population when Curtiss-Wright built a plant in 1941 at Port Columbus for \$14 million. Curtiss-Wright in



Columbus produced the Navy's Helldiver (SB2C), a carrier-based dive bomber aircraft used during WWII both in Europe and the Pacific. When Curtiss-Wright moved into the area it hired over 100,000 men and women to produce the aircraft during the war. Women came from all

(continued on page 02)

When the Burg Grew to a City

by Suzy Millar Miller

(continued from page 01)

over Ohio to get jobs for tasks such as installing radios and wiring harnesses. The factory ran three shifts, seven days a week at peak production. Curtiss-Wright was the largest aircraft manufacturer in America at the time. The company established schools and taught factory skills to over 84,000 people in the Central Ohio area.



It is interesting to note that the experimental SB2C was mostly designed and constructed in a cattle barn on the Ohio State University fairgrounds because Curtiss-Wright was building P-40s and Hawk 75 fighters at the time. The

SB designation comes from aviation terms for “Scout Bomber”. After the war the demand for the bomber dropped dramatically and over 22,000 people were laid off. In 1948 Curtiss-Wright shut down its Aeroplane Division and sold the assets to North American Aviation.

In November 1950, the *Skyline* magazine, an internal publication of North American Aviation, ran a large story on the new Columbus plant with many photos and facts about the city. Columbus opened Port Columbus in 1929 and brought transcontinental air service to the area. Columbus suddenly changed from a country town to an industrial city. Census figures from 1940 showed a population growth of 18 percent by 1950 and manufacturing growth from 521 to 823 establishments. As Columbus grew, so did Reynoldsburg.

North American Aviation (NAA) produced many historic aircraft including the T-6 Texan trainer, P-51 Mustang fighter, B-25 Mitchell bomber, F-86 Sabre Jet fighter, X-15 rocket plane, and the XB-70 rocket plane as well as the Apollo command and service module, the 2nd stage of the Saturn V rocket, the Space Shuttle orbiter and the B-1 Lancer. In Columbus, NAA operated a 518-acre high bay fabrication area including machine shop including “flyaway” capability from the Port Columbus Airport. The Columbus plant was instrumental in the exclusive development and production of the A-5 Vigilante, an advanced high-speed bomber that was used as a naval reconnaissance aircraft during the

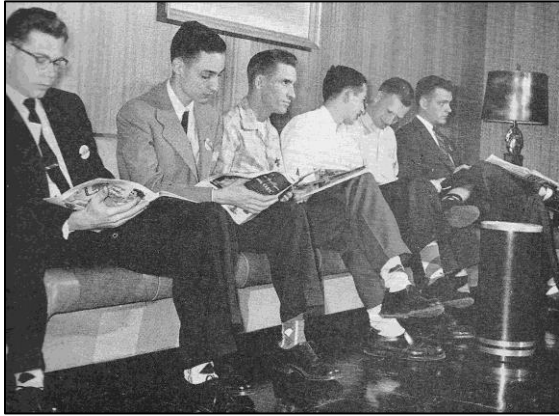
When the Burg Grew to a City

by Suzy Millar Miller

(continued from page 02)

Vietnam War. The plant also produced the F-100 Super Saber, T-28 Trojan, OV-10 Bronco, the first aircraft designed for Forward Air Control (FAC) and Counterinsurgency (COIN) duties; and the T-2 Buckeye Naval trainer which was used from the late 1950s until 2008. The T-2 Buckeye was flown for training by virtually every Naval Aviator and Naval Flight Officer in the US Navy and the US Marine Corps for four decades.

NAA continued the training and instruction for new employees as Curtiss-Wright had done, but took the education further and began recruiting college undergraduates. These college students got a taste of future jobs at NAA with short term assignments. According to an article in the August, 1955 *Skyline*: “Gray clouds shaded Ohio skies that Wednesday morning when 13 student engineers walked in the front door of the Engineering Building of the Columbus Division of



North American Aviation. The weather seemed to set the mood of the group. Sober, perhaps apprehensive, yet anticipating that serious work lay before them, they registered with receptionist, **Gwen Slack**.”

This was the first group taking part in the program which saw almost 60 students from about 20 colleges and universities summer employment in 1955. Now we think it is common for companies to run an internship program, but it was rare in the 1950s.

Gwen Slack, a 1948 graduate of Reynoldsburg High School, is the daughter of Bryant “Mickey” and Francis Slack who were charter members of RTHS. Gwen Slack Thabet was a member of RTHS in 2007. She lived in Virginia and had an email address name of “tailhook”. The “tailhook” name probably came from NAA, most likely in reference to the tailhooks used on the Navy carrier airplanes to land on aircraft carriers. Gwen loved our RTHS newsletters and the cookbook we published in 2004.



(continued on page 04)

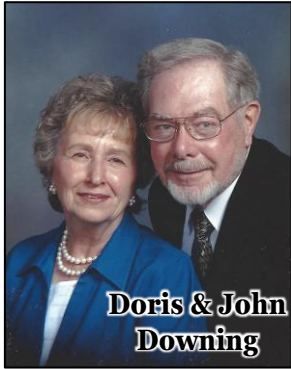
RTHS Courier MAY 2021-03

When the Burg Grew to a City

by Suzy Millar Miller

(continued from page 03)

In 1955, one of the engineering students who visited the Columbus NAA plant moved to Ohio from Pittsburgh. The photo cutline reads: “Students beginning



**Doris & John
Downing**

careers at North American’s Columbus plant are: W.B. Barnes, Vanderbilt; Lawrence Oliver, N. Carolina State; Bob Jenkins, Oklahoma A&M; Patrick E. Baker, N. Carolina State; Harvey Brill, Brooklyn Polytechnic Inst.; and **John Downing**, W. Pennsylvania Inst. Of Tech. **Downing** has a field service job with the company.”

John “Ed” Downing joined NAA in 1955. John worked at the Front Street office and lived in a 5th Avenue apartment initially. John and his wife, **Doris**, were married in 1955 and moved to Columbus and lived in temporary housing for a few years before moving into their new house in Briarcliff

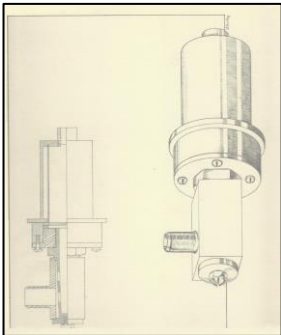
on Roundelay in 1959. Briarcliff was a new housing area that was built behind the Super Duper (our first modern grocery store!) along the banks of Blacklick Creek.

John was an Illustrator for NAA who was responsible for parts catalogues, maintenance manuals and flight manuals for the company. **John and Doris are current members of RTHS** and enjoy visiting the museum when we have our open houses. He has illustrated the Livingston House on notecards and the Livingston House plate.



AirCorps Aviation announced they have acquired a collection of original North American Aviation engineering drawings which are a part of the newly named “Ken Junge-

berg Collection”. The drawings were stored in the archives of North American’s Columbus, Ohio, factory until 1988. Each drawing is hand-drawn in pencil on tracing vellum and was used to develop and build the P-51, B-25, T-6, P-82 and many more. Here is an example of one of John Downing’s technical illustrations. Now most technical drawing work is done on a computer and the precise drawing technique which was done by hand is a lost art.



Rockwell acquired NAA in 1967 after a series of mergers which became North American Rockwell and later just Rock-

well International. Now Rockwell is a part of Boeing Aviation.

When the Burg Grew to a City

by Suzy Millar Miller

(continued from page 04)

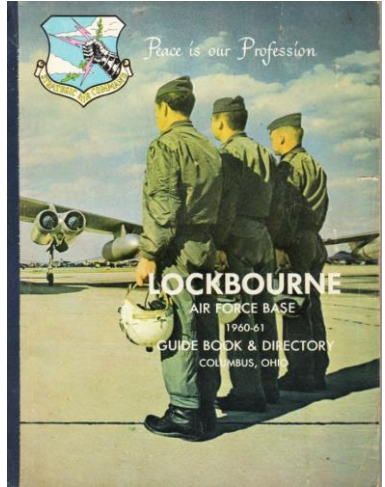
Another reason the Burg had a major growth spurt in the 1950s was the increased activity at Lockbourne Air Force Base due to the Korean War. In 1942 Lockbourne Army Airfield, named after the village, opened as a WWII pilot training airfield (WASPS). In 1948 the airfield was renamed Lockbourne Air Force Base (AFB) and in 1951 it housed the U.S. Air Force Strategic Air Command (SAC). After the war, flight-training activities were halted, and the airfield was used as a development and testing facility for all-weather military flight operations. The primary unit was the all-Black 447th Composite Group, also known as the Tuskegee Airmen, which was commanded by General Benjamin O. Davis in 1946. The unit later became the 332nd Fighter Wing and was one of the first all-Black flying units in the newly created US Air Force.

In 1984 Lockbourne AFB was renamed Rickenbacker AFB after Eddie Rickenbacker, who was born on Livingston Avenue in Columbus.

Rickenbacker was a highly, decorated WWI fighter ace. He was also known as a race car driver, and he even bought the Indianapolis Motor Speedway in 1927. At one time, Eddie worked for General Motors (GM) where he convinced the automaker to purchase North American Aviation (NAA) in 1933. NAA was the parent company for Eastern Air Lines and Trans World Airlines. Rickenbacker was the head of Eastern Air Lines for many years.



Tuskegee Airmen



LOCKBOURNE
AIR FORCE BASE
1960-61
GUIDE BOOK & DIRECTORY
COLUMBUS, OHIO

Rickenbacker Air Force Base was turned over to the Air National Guard on April 1, 1980, and became Rickenbacker Air National Guard Base (ANG) home of the 121 Air Refueling Wing (121 ARW). Later the base became a

joint airfield for both civilian and military aircraft.

Lockbourne was a small town and many of the Air Force personnel ended up living in the Burg. Other major plants also moved to Columbus including Western Electric and Timken Roller Bearing Company. DCSC (Defense Construction Supply Center) grew to support the various military needs over the years. Reynoldsburg continued to grow at a rapid pace and officially became a city on January 5, 1961. We were no longer

(continued on page 06)

When the Burg Grew to a City

 by Suzy Millar Miller

(continued from page 05)

primarily a farm community where everyone in town knew everybody, but a blended group of people with varied interests and backgrounds. Our horizons were expanded, and growth continues to this day.

Interesting Side Note

In 1811, north of Lockbourne, the "Plague Cemetery" sets a couple of hundred feet off Lockbourne Road. Jacob Landes, 12 years old, died and had the distinction of having the earliest stone in the Landes (Plum Travis) Cemetery in the Plague Cemetery. The story about the cemetery says these deaths were from some type of plague and it has been rumored these graves have never been moved due to fear that the plague would somehow be born anew. The area all around this cemetery is farmed and vehicles are not permitted in the field. Corn is planted obscuring the view, and then beets have been planted over the years. The dates on the stones have mostly eroded with time but some appear to go back to the 1830s, when Lockbourne was established and were probably people from the canal boats, workers in Lockbourne or on the canal. This cemetery dates back to one of Ohio's oldest known Catholic cemeteries in Somerset, Ohio.

~ Suzy Millar Miller

THE COURIER

May 2021 Issue

Reynoldsburg-Truro Historical Society

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Photos & Illustrations Provided by:

Suzy Millar Miller, Connie Parkinson,
Mary Turner Stoots

Contributors:

Suzy Millar Miller, Connie Parkinson,
Mary Turner Stoots

2021 CALENDAR MAY 2021

- 11 – TUE – Board Meeting - 7:00pm
- 15 – SAT – Open House, **CANCELED**
- 18 – TUE – ~~Western Electric Open House,~~
5:00pm–8:00pm **CANCELED**
- 31 – MON – Memorial Day Service –
9:30am at Seceder Cemetery

JUNE 2021

- 15 – TUE – Board Meeting 7:00pm
- 19 – SAT – Open House **TENTATIVE**
10:00am-2:00pm
- 20 – SAT – Deadline for July Courier
- 23 – WED – Max & Erma's Fundraiser

JULY 2021

Publish July Courier

- 13 – TUE – Board Meeting, 7:00pm
- 17 – SAT – Open House **TENTATIVE**
10:00am-2:00pm
- 21 – WED - Pizza Cottage Fundraiser

In Loving Memory of Dotti Barth



In the photo: Dotti's family planted, a tree at the Reynoldsburg-Truro Historical Society in her memory: (L-R) Shannon Barth, Kyle Barth, Dick Barth, and Steve Barth. A dedication ceremony will be held after the pandemic is over.

She always came to every open house event armed with a homemade dish of food and a smile. I never saw her without that smile. She was a talented artist and quilter, as well as an excellent cook. We referred to her as one of the "Food Ladies." We could always depend on her.

I was usually stationed in the lower level, and she never passed by on her way upstairs without taking the time out to chat with me. I will miss this kind and considerate lady.

~Mary Turner Stoots, President, RTHS

From Shannon Barth:

We lost an amazing woman and grandmother this morning. I remember her singing "You Are My Sunshine" to me when I was little. We would have ice cream and cookies, play piano, dance around the living room, and play games. She loved painting and thankfully, I have some paintings of hers. We had so many

great memories at all the family pig roasts every fall. She had a heart of gold and would always do anything she could to help. Even though she was afraid of horses, she would still come and watch me show from time to time. We love you so much. Sadly, due to Covid restrictions, we could not be with you, but you will now be with us in some way forever.

Dorothy "Dotti" (Westerman) Barth
 RTHS Lifetime Member
 October 27, 1936 – August 31, 2020

About this Unique Tree (from Wikipedia): **DAWN REDWOOD**
 (Metasequoia glyptostroboides)

Although it was commonly known from the fossil record from across the northern hemisphere, the dawn redwood was considered extinct until the mid-twentieth century. When the genus Metasequoia was first described in 1941, it was from Mesozoic Era fossils, none of which were less than 150 million years old.

If Metasequoia had been discovered a bit later, it might have become extinct before being investigated!



Local Members!

Mark your calendars for
Wednesday, June 23

We are having a Max & Erma's fundraiser! Purchases apply for Dine-in AND Carry-out orders.
11:00am-9:00pm

You can also download a flyer at our website under "Calendar & Events"
www.RTHS.info



Sunshine Committee

Do you know someone who needs some Sunshine?

Contact Wendy Raftery if you are aware of an RTHS member who could use a Get Well, Thinking of You, Sympathy, or any other type of card for some added sunshine in their life ...

(614) 262-2673

Please call after 2:00pm

Write "SUNSHINE" in the subject line of your email: cdutchman1@aol.com

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- **Vice President – Dick Barth**
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Courier Editor: Mary Turner Stoots
Publicity Chairman: Mary Turner Stoots
Administrative Assistant: Lauren Shepler
Museum email: RTHSCourier@aol.com
Museum Phone: (614) 902-2831

James C. Reynolds Builder of Town and State

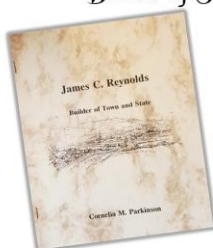
by Cornelia M. Parkinson

This 17-page book has card stock front and back covers
8 1/2" x 11"

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By Mary Turner Stoots

At some point during this past month, I asked Mark Myers if we had any pictures of the housing developments. I was working on the Arcadia book, and I wanted to include Brookside, Briarcliff, Huber Homes, Marabar, etc. Mark found some packets of old photos labeled "Brookside," so he gave them to me to scan. The packets were labeled with several other streets in the historic part of town including Broadwyn, Rich, Epworth, Bryden, Lancaster, Graham, etc.



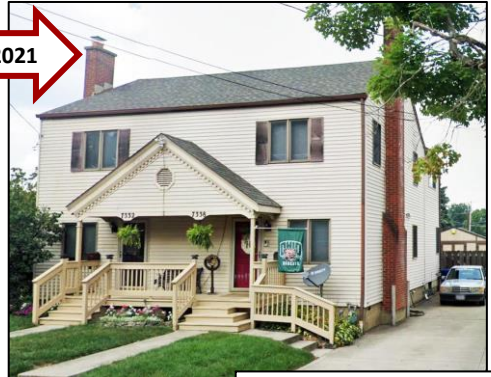
The pictures were taken by Jay Brand in 1981. After I opened up the envelopes, I realized that Jay thought Brookside extended to French Run Drive. What he labeled as Brookside were actually Highland Terrace homes.

No problem! I decided to scan them anyway and thought I should attach the house numbers to each photo. As I pulled up each house, I soon discovered an assortment of astonishing and beautiful makeovers, so I have decided to share some with you.

When my Grandmother (Maude Wiswell) passed away, her home was sold to a person who let it go to ruin. After the second owner passed away, it has since been sold a couple of times, but the current owners refurbished it to the grand house it used to be:



This Double on Bryden doesn't look like the same building!



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From 1981 to 2021

(continued from page 09)

This house looks incredible today!



1981-2021



A beautiful transformation on Lancaster!



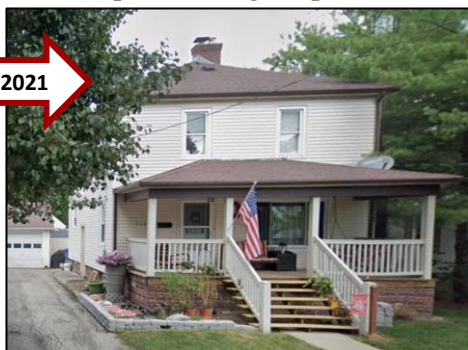
1981-2021



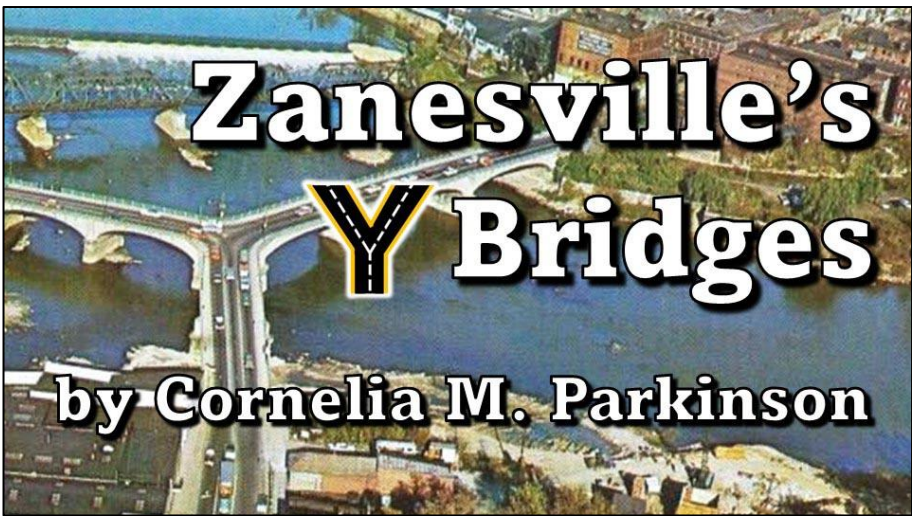
This house looks totally different. Moving the front steps was a huge improvement!



1981-2021



It is obvious that these property owners take pride in their homes. It is truly refreshing to see the positive changes in the old neighborhoods. I still have three or four packets to look through, so I am sure I will find some more photos to share in another issue of the Courier. I can't wait to see what surprises are in store for all of us!

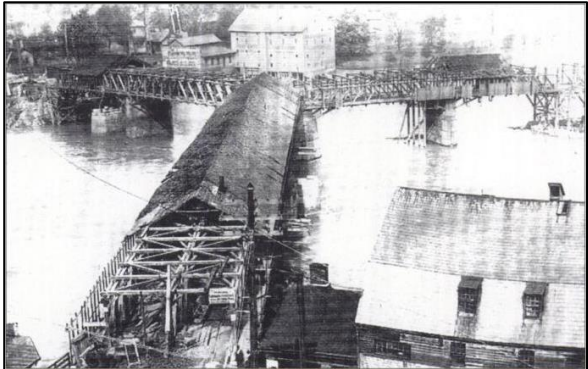


Zanesville's Y Bridges

by Cornelia M. Parkinson

Very few places in the world can claim that they have had five bridges over the same body of water. And especially not a Y bridge which spans two rivers. Zanesville can make that claim, and document it. Zanesville's famous Y bridge spans both the Muskingum River and the Licking River, which flows into the Muskingum.

Ebenezer Zane platted the town and owned the land Zanesville stands on. In 1797, he established Zane's Trace, the first long road in Ohio. Ebenezer had died in 1811, but he may have heard rumors about a bridge possibly to be built, when they got around to it. In the meantime, ferries handled



all the traffic headed northeast or southeast from the west side of the Muskingum, or going the other way. The Ohio General Assembly in 1812 granted a charter to



construct a bridge to connect Zanesville with the towns of Putnam, Natchez, and West Zanesville (all later to become part of Zanesville). This bridge was opened to traffic in 1814. It was not a covered bridge, so with traffic and weather its wood roadway could not be expected to last many years. Two of the piers were made of

wood, but the center was of limestone. Travelers paid a toll to cross and to return. Those bound for church or in funeral or military processions were not required to pay.

(continued on page 12)

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Zanesville's Y Bridges

This first bridge was built without enough forethought to the more or less constant traffic of feet, hooves, and wheels, therefore it was too

fragile and required frequent repair. In 1818 a heavy flood carried the whole thing downstream. In 1819 the second bridge was opened. It was not covered, either; and was replaced in 1832 by a bridge still made of wood, but covered. It had been designed by Catherinus Buckingham, the engineer son of Ebenezer Buckingham¹, and Ebenezer supervised the building. During construction, when a

flood threatened the bridge supports, Ebenezer gave orders to remove the wedges that held the bridge supports. His reasoning was that the floodwaters would then carry away the supports without taking the bridge. However, floodwaters had little to do with reason, demolishing the bridge and

taking it swiftly downstream, killing Ebenezer in the process. Catherinus then supervised the construction and saw it completed in 1832.

Changes were in the wind. In 1868 the county commissioners bought the bridge and did away with tolls.



There was more traffic than ever; the three little nearby towns merged with Zanesville. A few years later, in 1900, this fourth unsafe bridge was torn down, and opened again in 1902. Made of reinforced concrete, it lasted 81 years. Highway engineers observed signs of

trouble in the 1940s, but they were ignored for 40 years, until in May 1983 the bridge was demolished, and a *fifth* bridge built. The *Zanesville Times Recorder* carried a picture, taken from a height², of the bridge as great puffs of smoke from the dynamite that destroyed it. This bridge, still in use in 2021, was completed in the autumn of 1984.

(continued on page 13)

Zanesville's Y Bridges



(continued from page 12)

Zanesville's **Y** bridge is justly world-famous. Early aviatrix Amelia Earhart, who like her contemporaries used landmarks to navigate, said that the bridge made Zanesville "the



1983 Demolition
Just A Memory

most recognizable city in the country." The bridge is now 38 years old, made of durable, repairable materials – but there may yet be a sixth **Y** bridge, or a seventh, or....

1 Ebenezer Buckingham was a surveyor, who with John Matthews made the initial survey of the Refugee Tract. These lands were granted by

Did you know that you can generate donations for RTHS while shopping on Amazon, at no extra cost?



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Congress in lieu of cash to men (or their heirs) who lost their own lands in Canada because of military service to The Colonies.

2 The demolition photos are from the *Zanesville Times Recorder*, May 7, 1983. The photographer was David Hobbs of Columbus. Earlier, Hobbs had been a reporter/photographer for Steve Milbourne's *Reynoldsburg Reporter*.

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Invite your friends to join!

In Much Sadness There Were Lights: My Parents

Barth Cotner



From the Spring 2021 Issue of the *Reynoldsburg Magazine*, "The Face of Covid"

In Much Sadness There Were Lights: My Parents

By Barth Cotner*

Many people, especially this year, find it hard to see the light in the darkest of places. I've grown up in, and dedicated my life to being in, what is one of the most difficult places for people to be: a funeral home. Growing up in the funeral home, I saw grief all the time. But in much sadness, there were lights: my parents, Bill and Betty Cotner. From the calm, caring, demeanor of my dad, to the constant kindness and warmth of my mom, I, and those whom they served, were surrounded by their loving presence.

This past year, for many, our world has become a sad dark place. Fear, sorrow, loneliness, doubt, and anger have filled people's lives. We have been searching for light and hope in unprecedented times.

Reynoldsburg has been my home, my entire life. Through the ups and downs of this world it's not the things Reynoldsburg has that make it special.

Pine Quarry, JFK, and Huber parks are awesome places that will always hold treasured memories for me. But my light, and my heart for Reynoldsburg, is our people. The people who taught me in the classroom or on the fields. The teachers, the coaches, the leaders. I am blessed because of the people of our community.

This year has reminded us more than ever that we need each other. Be thankful for the extra time with our kids. Take some extra time to help your neighbor. Send a hand-written card to someone who can't get out.

Pick up the phone and call the person who's been on your mind that just needs to hear a friendly voice.

We have the responsibility and opportunity to be the light in our community. I am thankful for and continue to be blessed by the HEART of Reynoldsburg!

* From the Reynoldsburg Magazine Publisher, Les Somogyi:

Barth Cotner is a Reynoldsburg businessman and also serves on Reynoldsburg City Council and on the Board of Directors for the Visitors Bureau.

From RTHS President, Mary Turner Stoots:

Barth is a Lifetime Member of the Reynoldsburg-Truro Historical Society. He partners with RTHS on all of our 3rd grade tours. The Mural is a valuable element of each tour, and Barth shares it with all the students. This fall, we will distribute workbooks for every 3rd grader in Reynoldsburg. The books were sponsored by Barth and written by RTHS Lifetime Member Lauren Shepler.

The Alternative to Feeling Sorry for Yourself is Keeping Busy

By Mary Turner Stoots



Mary and
her cousin
Johnny on
Grandma's
front porch
in June 1956

From the Spring 2021 Issue of the *Reynoldsburg Magazine* "The Face of Covid"

The Alternative to Feeling Sorry for Yourself is Keeping Busy.

*by Mary Turner Stoots**

The Coronavirus is new to the younger generation, but as old as I am, I remember the Polio Virus. We all went to the Reynoldsburg School auditorium in the mid-1950s. Not the Livingston campus, but the old school building on Jackson Street, now the Hannah J. Ashton School. Back then, it was the only school in town and housed all the grades, from first grade through high school. Kindergarten was optional and was held in half-day sessions at the Grange Hall and the Methodist Church.

Hundreds of local children were assembled in the school auditorium. We ascended the short stairs to walk across the curtained stage and received an oral dose of the vaccine. I was lucky, but my cousin wasn't.

Johnny is the same age as me, but

he contracted the polio virus at the age of three months and has been in a wheelchair his entire life. I never considered him disabled. He does everything the rest of us can do. The only difference is that Johnny sits while he does it.

Last year, I was recuperating from cervical spine surgery, so I didn't notice what was happening in the world outside. When I was finally ready to explore the great outdoors, the door was virtually locked.

I've always been an optimist. The alternative to feeling sorry for yourself is keeping busy.

There's an abundance of tasks you can accomplish from your desk at home. I've been disabled since 2011, so finding something to do is a piece of cake.

* From the Reynoldsburg Magazine Publisher, Les Somogyi:

Mary Turner Stoots is the safekeeper of Reynoldsburg's historical legacy. She is President of the Reynoldsburg-Truro Historical Society and is the Editor of The Courier, the society's newsletter.

For our members who don't get the opportunity to browse through our Museum Gift Shop, we will bring a portion to YOU!

FROM THE RTHS MUSEUM GIFT SHOP

by
Judith Duncan



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\$37.00 for Non-Members*
\$35.00 for Members
\$5.00 S&H (Tax included)

*A Free Membership will be given to Non-Members through 12/31/2021 for the purchase of a book, which includes Bi-Monthly issues of the Courier Newsletter to be delivered by email ONLY (no hard copies)



**NON-MEMBERS
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MEMBERSHIP*
THROUGH
12/31/2021**

by **Mary Turner Stoots and Suzy Millar Miller**

Cemeteries of Truro Township 2019
by Cornelia M. Parkinson

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