NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name General U.S. Grant Bridge

other names/site number Fullerton-Portsmouth Bridge (Structural No. 7300018)

2. Location

street & number Ohio River-Chillicothe & Second Street N/A ☐ not for publication

city or town Portsmouth, Ohio, and South Portsmouth, Kentucky N/A ☐ vicinity

state Ohio and Kentucky code OH, KY county Scioto, Greenup zip code 45662

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of1986, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☒ See continuation sheet for additional comments.)

David L. Morgan, SHPO and Executive Director, KHC — 11-06-2000

Signature of certifying official — Date

State Historic Preservation Office/Kentucky Heritage Council

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

4/11/2001

Signature of commenting or other official — Date

State Historic Preservation Officer/Ohio Historic Preservation Office

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- ☒ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

Signature of Keeper (for) Sarah W. Pope — Date of Action 5/31/01

5. Classification

Ownership of Property
(Check as many boxes as apply)
- ☐ private
- ☐ public-local
- ☒ public-State
- ☐ public-Federal

Category of Property
(Check only one box)
- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation - U.S. Highway 23 vehicular

Current Functions
(Enter categories from instructions)

Transportation road-related vehicular

7. Description

Architectural Classification
(Enter categories from instructions)

Cable Suspension Bridge

Materials
(Enter categories from instructions)

Foundation: concrete
roof:
walls:
other: Steel-asphalt-wire cables

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet, Section 7, Page 1

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period,or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or a grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object,or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Engineering
Architecture
Transportation

Period of Significance
1926 - 1950

Significant Dates
1927; 1939

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Robinson and Steinman, Consulting Engineers
J. E. Greiner Co., Consulting Engineers
Dravo Contracting Company, Pittsburgh

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

☐ preliminary determination of individual listing (36 CFR 67) has been requested.
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey
_____
☐ recorded by Historic American Engineering Record
_____

Primary location of additional data

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository:
Portsmouth Public Library

10. Geographical Data

Acreage of Property approx. 1 acre

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
A	17	326420	4288560
B	17	326300	4287930

	Zone	Easting	Northing
3			
4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Martha Appel Burton

organization Ohio Arts Council-Ohio Historic Site Advisory Board date April, 2000

street & number 2873 Circle Drive telephone 740-353-5291

city or town Portsmouth state OH zip code 45662

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white** photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name State of Ohio-Ohio Department of Transportation

street & number 1980 West Broad Street telephone 614-728-0719

city or town Columbus state Ohio zip code 43223

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

The General U. S. Grant Bridge, also known as the Fullerton-Portsmouth Bridge, is located in southern Ohio . It spans the Ohio River between South Portsmouth, Greenup County, Kentucky and Portsmouth, Scioto County, Ohio. The Ohio approach enters Chillicothe Street (U.S. Rt. 23) the main business street in Portsmouth. The Kentucky approach empties into Route 10, an east-west highway that connects with Route 23, a north-south federal highway (see historic post card views).

Constructed in 1926-1927, the steel suspension bridge was built by Dravo Contracting Company (later Dravo Corporation) on Neville Island, Pennsylvania. Chief designers were Holton Robinson and David B. Steinman who had submitted the winning design. This firm was hired as consulting engineers for the suspension bridge including anchorages. The Dravo Contracting Co. fabricated and erected the superstructure. J. E. Greiner Company was responsible for the substructure and viaduct approaches and was retained as consulting engineers.

The bridge span measures 1400 feet in total length with the main span 700 feet and the two viaduct approaches each 350 feet (photo#1 and historic photo A). Two 111 ft. towers support the cables that are tied into anchorages on the bridge approaches (photos #4-5). The viaduct approaches are girder spans (photos #2-3). The roadbed is a continuous truss type with a 24 ft. roadbed and a 6 1/2 ft. pedestrian walkway along the west side. The anchorages are sand filled, reinforced concrete, an innovative cost saving example.

The Portsmouth Bridge was designed for an ultimate 3-lane roadway, 31 ft. between curbs, and a future 6-ft. sidewalk on outside brackets. Pending the development of increased traffic demands, a part of the roadway space was built for an inside sidewalk, 6 1/2 ft. wide, which is in place today.

The clearance above river pool stage is 96 ft. while the main towers and piers rise 187 ft. above pool stage. The channel depth under the main span is about 28 ft. Two diagonally – braced steel towers are constructed on reinforced concrete piers and enclosed in steel caissons sunk to rock on the riverbed (photos #15-16). All piers extend to rock at depths varying up to 30 feet below the water level (Historic photo B; Dravo, p. 27).

The U.S. Grant Bridge has undergone four rehabilitations. In 1929 minor repairs were conducted including waterproofing of strands and stiffening of trusses at expansion joints at the tower bents. The original main cables were of nongalvanized parallel wire construction. After broken wires were discovered in 1939 the bridge was recabled, pins, eyebars and bolts were replaced, some stringers were replaced, the sand-filled Ohio-side anchorages were reworked and a concrete filled grid deck replaced the original redwood timber decking. Rehabilitation was performed in 1958 when a steel girder and reinforced concrete beams were added to the stiffening truss (Howard, 2 June 2000). As part of a major rehabilitation of the bridge in 1978 the corroded cables were again replaced. ("Wire Fractures," 1978).

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

The suspension cables have been replaced with new cables, new saddles and suspenders (photos #4-5). In 1978 temporary removal of 70 percent of the main channel span decreased the dead load so new cables and stiffeners could be installed. The bridge center span and stiffening trusses were removed, refurbished and reinstalled. New reinforcing plates were required for several of the trusses (photo #9; "Recabling Adds New Life," pp.66-69).

As documented in Ohio Department of Transportation records and plans, as much as 20-30 percent of the original material has been replaced. None of the original signage, toll booths or other related features remain from the years the span served as a toll bridge (Smith, p. 2). However, the anchorages, the eyebars, the suspenders, the towers, and the stiffening truss are all in nearly original condition and design continuity has been maintained. (photos #7-8; #10-14; Kemp, 29 March 2000).

The Steinman innovations that make the U.S. Grant Bridge unique are still intact. A complete inventory of the rehabilitations can be found in the *Summary of Research* paper prepared by Mary K. Smith, OHPO, on the Fullerton-Portsmouth - U.S. Grant Bridge (February 7, 2000). The visual presence of the U. S. Grant Bridge is largely unaltered and retains its historic significance.

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

Statement of Significance

The General U. S. Grant Bridge is nominated to the National Register of Historic Places under Criteria A and C. Under Criterion A, the Grant Bridge is significant as it represents the first private toll bridge across the Ohio River between Wheeling, West Virginia and Cincinnati, Ohio, and as such provided a strategic vehicular transportation link between southern Ohio and northeastern Kentucky. The U.S. Grant Bridge was also Ohio's first north-south automobile link crossing the Ohio River between Cincinnati and Ironton and today stands as an important engineering achievement associated with the development of early motoring and interstate commerce.

Criterion C is supported by the role the General U. S. Grant Bridge design occupies in the career of David B. Steinman. Steinman, a principal in the engineering consulting firm of Robinson and Steinman, ranked among the nation's prominent early 20th century suspension bridge design firms. Steinman achieved national renown as a bridge designer and author during his long career from 1914 until his death in 1960. His General U. S. Grant Bridge was the second American suspension bridge built with a continuous stiffening truss and the first American suspension bridge with towers of the rocker type (*ENR*, pp. 622-623). The sand-filled anchorages were equally innovative.

The modern period of suspension bridge construction in the Ohio River Valley commences with the adoption of this type of suspension for the Portsmouth Bridge. Following two decades of almost exclusive adherence to the cantilever, the pendulum had swung back to the suspension type and practically all of the Ohio River spans begun or projected (1927) were designed to be suspension bridges. In the Grant Bridge one sees a leading suspension bridge designer successfully addressing the new challenge of medium span bridges in competition with cantilever designs (Kemp).

Many new bridges were built in the early 20th century and the Dravo Corporation of Pittsburgh expanded its activities in this type of work. The company completed 75 major projects between 1902 and 1947. The firm continued in bridge construction until 1980 but these later records have been lost. Of historical significance is the fact that the Portsmouth Bridge was the firm's first toll bridge built over the Ohio River followed by bridges at Pomeroy and Steubenville, Ohio, in 1927. Dravo built three private toll bridges over the Ohio River.

The Ulysses S. Grant Bridge, built in 1926-1927 by Dravo Corporation and designed by David B. Steinman was the only bridge between Ironton, Ohio and Cincinnati, Ohio, a distance of 140 miles. J. E. Greiner of Pittsburgh were retained as chief consulting engineers on the project. Prior to construction, this section of the Ohio Valley was served by river ferries. The decision to build and operate toll bridges represented a new and daring step for a company as small as Dravo. It was typical, however, of the ingenuity and thinking that guided the company's development.

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

Statement of Significance cont.

Automobile traffic was increasing rapidly, but many of the river crossings were still made by ferryboats. These were slow, unsafe and unreliable for scheduling trips because of fog, ice or high water. Dravo management believed that if the public could be educated on the advantages of bridges being situated at certain strategic points on the rivers, a demand for reliable and safe crossings would be created. Management believed that if the public was sold on the benefits of bridges, then the public and the company together could sell state governments on toll bridges as a means of safe, reliable crossings. Reasoning was that no matter what the decision, the company could at least get a return on its money, either by owning the bridges and collecting the tolls or by selling the bridges to state governments. As a result of the experience gained, Dravo would be in an excellent position to become one of the country's leading builders for river crossing bridges (Jansen, p.33). To achieve a more efficient administration of these activities, a separate company was set up for each of the toll bridges-the Pomeroy -Mason Bridge Company, the Steubenville-Weirton Bridge Company and the Fullerton-Portsmouth Bridge Company.

The Steubenville toll bridge operated profitably; the Pomeroy toll bridge operated at a continual loss. In 1936, after eight years of operation both bridges were sold to the State of Ohio, and the respected companies were sold. The Fullerton-Portsmouth, aka the U. S. Grant Bridge, went into operation in October 1928. In 1957, Dravo brought its toll bridge era to a close, after almost thirty years of operation. The U. S. Grant Bridge, owned and operated by the Fullerton-Portsmouth Bridge Company, had after 1939 continuously produced a profit as a toll facility. The Fullerton Portsmouth Bridge Co. was incorporated in May 1924 and dissolved in September 1957 upon sale of the bridge to the State of Ohio. It was the last of Dravo's toll bridges.

In marking the dedication of the bridge on September 22, 1927 the *Portsmouth Daily Times* noted:

> The bridge is the symbol of a national movement that has gained much headway in recent years. In celebrating the completion of the General U. S. Grant Bridge the people of Ohio and Kentucky give recognition to another substantial move toward bringing the North and the South into that close contact essential to giving the American people the complete unity which is the ideal of this nation.

The General U. S. Grant Suspension Bridge is significant under Criterion C because of a number of unusual engineering and design features. In general, it departs from conventional practice in the use of a continuous stiffening truss, rocker towers, rocker bents for supporting the cables, and sand filled anchorages. In details, it embodies novel features in the expansion connections in the adoption of forged cable bands, in the splicing of the stringers for continuity, and in the railing design. Modified railings have replaced this railing design. In construction, the method of spinning and placing the cables and the method of erecting the stiffening trusses were unusual.

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

Statement of Significance cont.

Of historical significance is the fact that the Grant Bridge is the second American suspension bridge built with a continuous stiffening truss; the first application was made in the design of the Rondout Bridge at Kingston, N.Y., completed in 1922, and still in service (National Register nomination form, April 1980).

The U. S. Grant Bridge is the first suspension bridge built in the United States with towers of the rocker type, the first being the Florianopolis, a combined highway and railroad bridge, in the province of Santa Cathariana, Brazil. These towers remain intact. Steinman's design was definitely atypical. Specifically, the rocking towers, sand filled anchorages, and continuous stiffening trusses remain from his original design. All were aimed at making a suspension design of moderate length cost competitive with a cantilever bridge. With the much taller towers required for a longer span, the rocking base would not have been an advantage, but given the engineering context of the time and Steinman's goal, it had engineering merit. The flexible nature of the towers also eliminated the need for nests of rollers, which, besides providing additional economy, were often maintenance headaches.

Another outstanding feature in the anchorages is their design using large reinforced-concrete boxes filled with compacted sand as an economical means of producing mass resistance; this use of sand filled chambers also yields a materials savings of concrete which was also a cost saving measure and was a valid method for meeting Steinman's goal (Kemp, 29 March 2000). The Kentucky anchorage, which also serves as end abutment, is founded on hard blue shale. The Ohio anchorage, similar in general principle of design, differs slightly in shape for local reasons, has caisson and pile foundations, as rock did not occur near the surface. The presence of these three original and distinctive elements, imaginatively created to meet a specific engineering goal, makes the bridge worthy of preservation for future evaluation and study.

The U. S. Grant Bridge is one of six surviving early 20th century suspension bridges in or bordering Ohio: The Newell Bridge at East Liverpool (1905); the Dresden Suspension Bridge (1914), built by the Bellefontaine Bridge and Steel Company, total length 705' (*National Register* 1978); the Anthony Wayne Bridge in Toledo (1929-1931), designed by Shortridge Hardesty. Total length 3,750. Extensive repairs 1960-1961 *(ODOT Selected Bridge*, 1983); the Simon Kenton Bridge, Maysville, Kentucky/ Aberdeen, Ohio (1930-1931), designed by Modjeski and Masters, total length 2,865 ft. (*National Register*, 1983); the Market Street Bridge, Steubenville, OH (1905).

In 1983 the General U.S. Grant Bridge was included in the "reserve pool" category, which in simplest terms was the designation given by the Ohio Department of Transportation to those bridges immediately below the selected status. Reserve pool bridges were unofficially considered potentially eligible for the National Register (*Ohio Historic Bridge Inventory*, 1983, p. 237).

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

David Steinman:

David Barnard Steinman, chief designer for the U. S. Grant Bridge, was born on June 11, 1886 and literally grew up in the shadow of the Brooklyn Bridge on New York's Lower East Side. The Williamsburg Bridge was built just a mile or so away and his fascination for bridges is understandable. He was one of six children whose childhood was spent on the cusp of poverty with little parental guidance (*Bridges and Their Builders*).

A precocious student, economically deprived, he worked and attended City College of New York. Through the help of one of his teachers, he was able to obtain a pass to enter the Williamsburg Bridge construction site. He climbed upon the steelwork and proceeded across the catwalk set up for the cable spinning operation; thus seeming to follow in an inexplicable pull toward a life of, on and about bridges.

After graduating Summa cum Laude from C.C.N.Y. in 1906, he applied to the School of Mines for an Engineering Degree at Columbia University. Through scholarships, fellowships and nighttime teaching jobs, he completed two degrees and graduated in 1909. After graduation he accepted a professorship at the University of Idaho and while there received his Ph.D. from Columbia University. His dissertation, a comparative study of cantilever and suspension bridges, examined a topic of keen interest to engineers (Petroski, p. 323).

In 1914, following his dream of actually building bridges, he became associated with Gustav Lindenthal, whose project, Hellgate Bridge, which Steinman assisted in designing, was beginning in New York. Othar Ammann was Lindenthal's first assistant and this created a life-long rivalry between the two young engineers. In 1921 Steinman began a collaboration with Holton Robinson that would last twenty-five years.

David Steinman also played an important role in the design and analysis of the Sciotoville Bridge (Ohio); Lindenthal's other technologically significant project of the period. Steinman was then 28 years old. It was while there in 1921 that the dream of a short span suspension bridge at Portsmouth-Fullerton may have taken shape. There was no river crossing for vehicular traffic between Ironton, Ohio and Cincinnati, Ohio, a distance of 140 miles.

Dravo Corporation of Neville Island, Pa., chose Steinman's design in 1925 as the blueprint for their first toll bridge enterprise on the Ohio River. Construction started in 1926 and when completed opened the North with the South along another major highway, Federal Route 23.

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

David Steinman (cont'd):

Other bridges attributed to David Steinman during his career, either through Robinson and Steinman or with his engineering firm following Robinson's death:

- Florianopolis Suspension Bridge, Brazil (1926)
- Carquinez Strait Bridge, California (1927)
- Mount Hope Suspension Bridge, Rhode Island (1929)
- St. Johns Bridge, Portland, Oregon (Suspension, 1931)
- Waldo - Hancock Suspension Bridge, Maine (1931)
- Henry Hudson Bridge, New York City (Steel Arch, 1936)
- Mackinac Bridge, Michigan (1957)

The Mackinac Bridge, connecting mainland Michigan with the Upper Peninsula was Steinman's major accomplishment and was the longest suspension bridge in the world, 6,800-ft. from end to end.

In all, before his death in 1960, David Barnard Steinman was credited with building 400 bridges around the world, leaving his unique mark.

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

Historical Background

Portsmouth was founded on August 9, 1803 at the mouth of the Scioto River as it enters the Ohio River.

The city grew from 527 people in 1820 to 17,880 in 1900 as the county increased from 3,339 to 40,981 by 1900. The Ohio-Erie Canal terminus was at Union Mill in West Portsmouth, allowing travel to continue on the Scioto River just a short distance to the Ohio River which opened up the North and South to travelers.

This geographic fact along with the abundant natural resources of clay, oil, gas and iron turned the Ohio Valley into a destination for many settlers.

The steel industry began in 1831 with the formation of the Portsmouth Iron Company and ended in September 1980 when Empire Detroit Steel Division bowed to foreign competition and closed its operation.

Portsmouth also became known as a shoe-manufacturing center during the 1850's and beyond. The Drew-Selby Company was organized in 1880 and was soon joined by the Excelsior, Tremper and Williams Manufacturing Company. Related industries were Mitchellace Shoe Lace Company, Vulcan Last Company, established 1910, and Patterson Paper Box Company.

During the prosperous and growth period travel was curtailed between the North and South. Ferries were the only means of crossing the Ohio River and railroads and barges shipped manufactured goods.

The North and South were united when the U. S. Grant Bridge was constructed in 1926 by Dravo Corporation to be operated as a toll bridge. The bridge is a symbol of the growing interest between the Northern and Southern states. Our earlier history had centered on the East and West as the main arteries of travel such as Route 40 and The National Road existed along those territories. With the opening and exploration of Florida and expansion of tourism, more attention was paid to travel along those routes.

The naming of the U. S. Grant Bridge was the result of the close proximity on the Kentucky shore of a tannery owned by Ulysses S. Grant's father, Jesse Grant and the Burke brothers. The Burkes were relatives of Hannah Simpson Grant, Jesse's wife and mother of Ulysses S. Grant.

The young Grant spent summers working as a clerk at his father's South Shore, Kentucky tannery and he returned to attend a dance in his honor before entering West Point in 1839. In his memoirs he recalls times spent on the Ohio River as the most pleasant in his life.

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

Historical Background (cont'd):

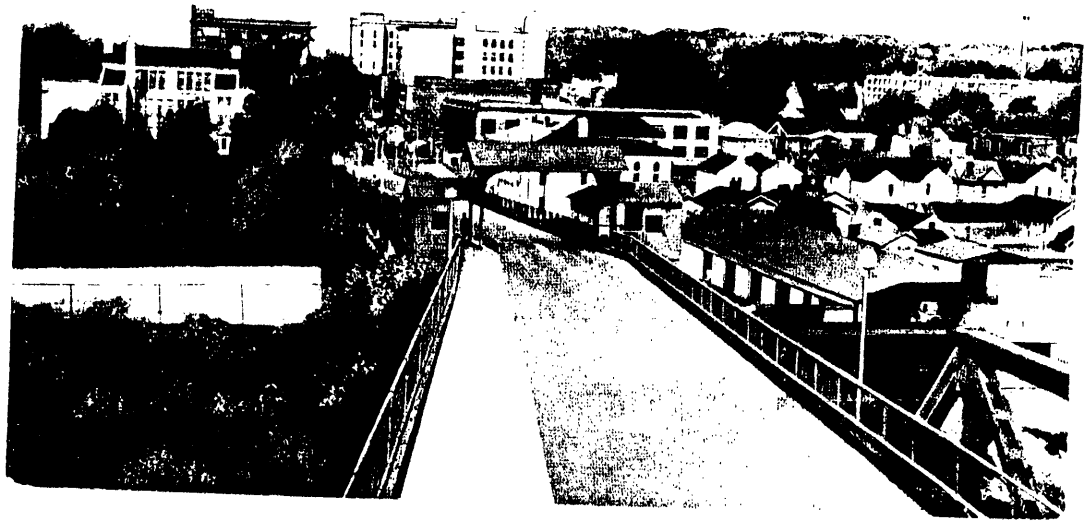
At the dedication of the bridge on September 22, 1927, Mrs. Ulysses S. Grant II, granddaughter in law and her son Ulysses S. Grant III, General Grant's great-grandson were in attendance along with Governor Vic Donahey of Ohio, and Governor William J. Fields of Kentucky and other dignitaries.

Portsmouth continued it's growth to population of 50,000 in the late 1940s, but like many river towns, has seen its fortune reversed. The county remains constant at 87,000 but the city has declined to 23,000 and faces an uncertain future.

Today, the General U.S. Grant Bridge still provides transportation across the Ohio River, and stands as an impressive blend of engineering and art.

General U.S. Grant Bridge
Scioto Co., OH
Greenup Co., KY

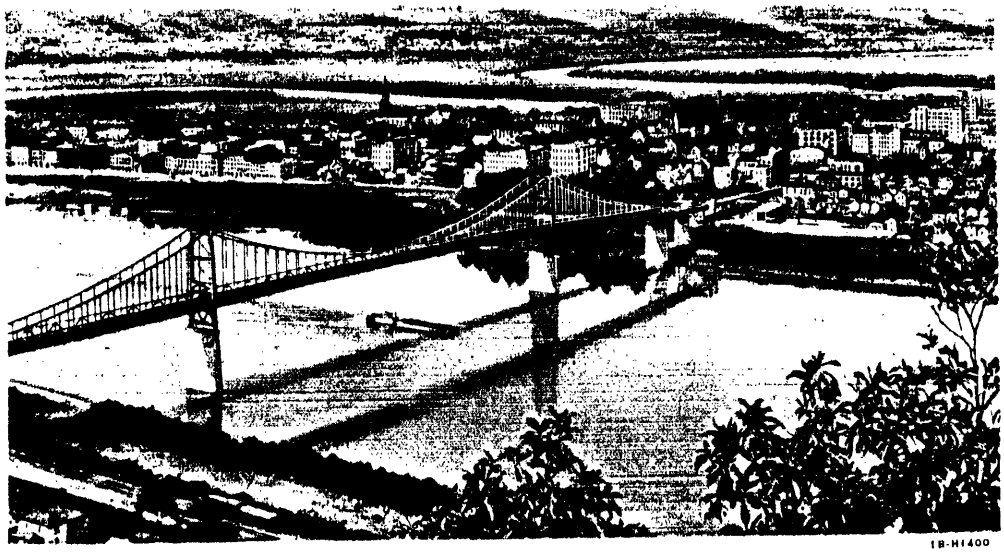
THE HEART OF PORTSMOUTH, NORTH FROM THE GENERAL U. S. GRANT BRIDGE, PORTSMOUTH, OHIO



U. S. Grant Bridge-1964

Showing Toll Booths

Bird's-Eye View of Portsmouth, Ohio, showing U. S. Grant Bridge, Ohio and Scioto Rivers



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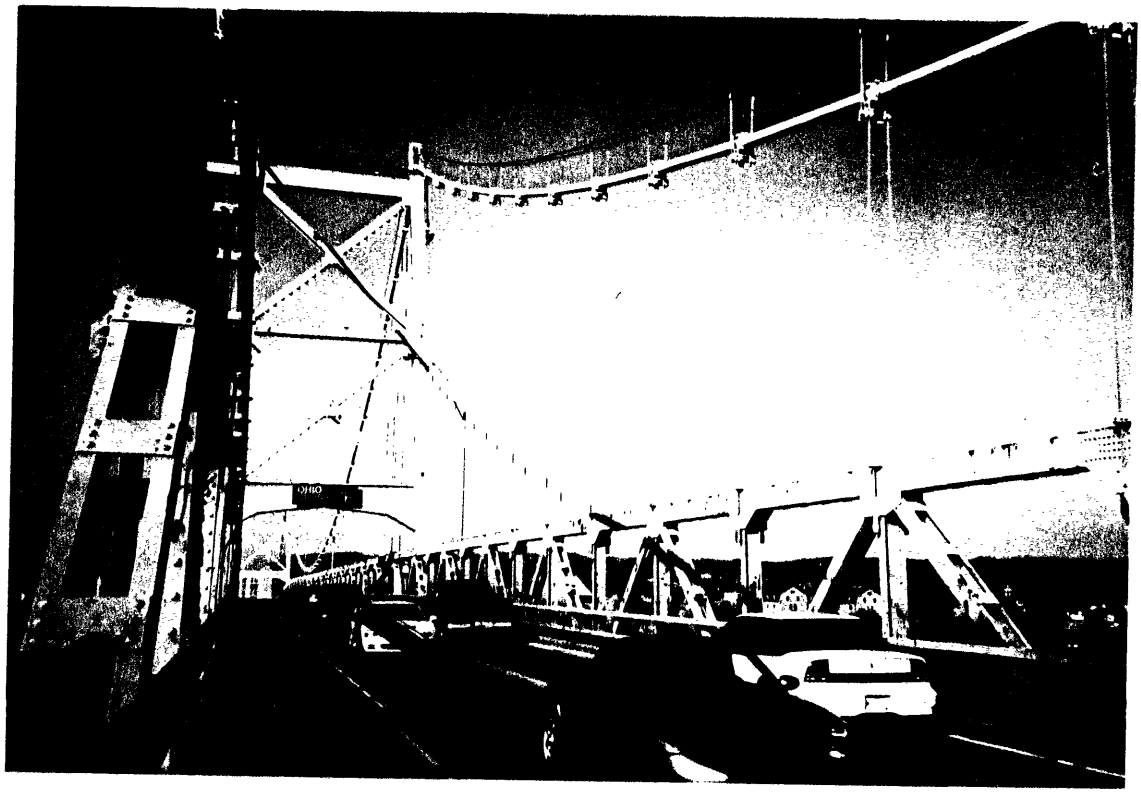
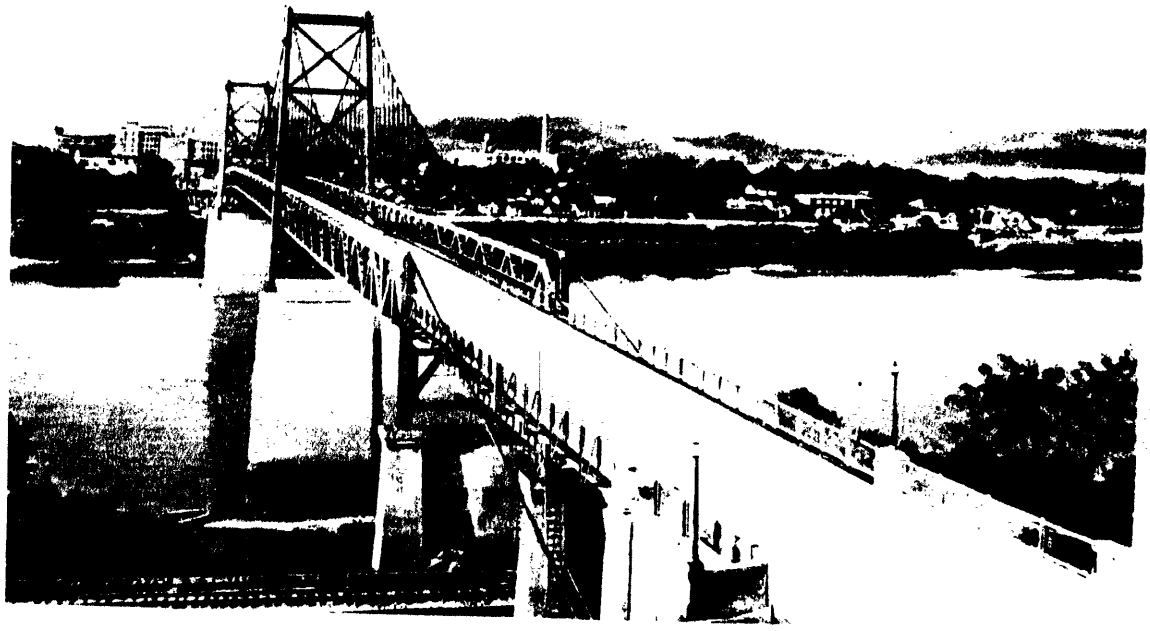


U. S. Grant Bridge- 1999

U. S. Grant Bridge Across Ohio River at Portsmouth, Ohio



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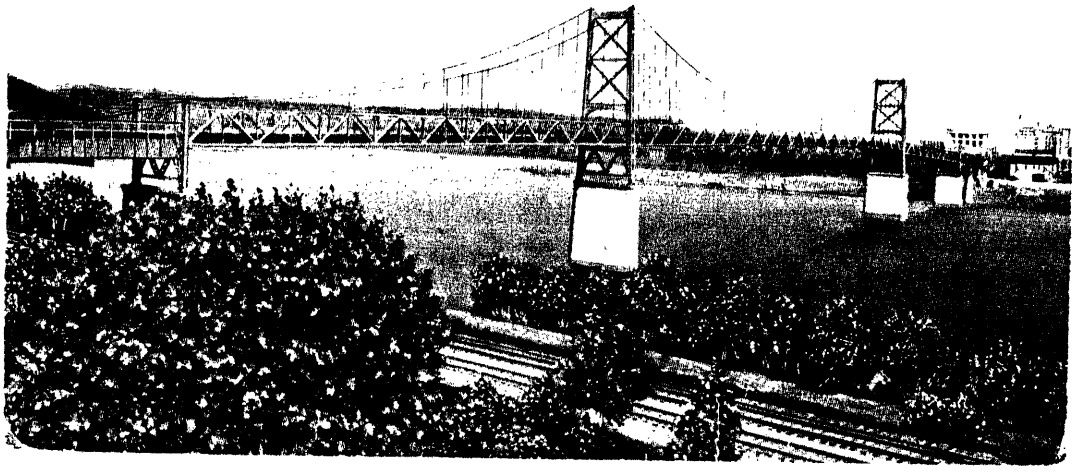
U. S. Grant Bridge- 1968

U. S. GRANT BRIDGE, PORTSMOUTH, OHIO
CONNECTING KENTUCKY AND OHIO, U. S. ROUTE 23,
SHOWING PORTSMOUTH, OHIO, IN BACKGROUND



U. S. Grant Bridge May-1999

View from the Kentucky Shore

DEDICATION

GENERAL U. S. GRANT BRIDGE

Thursday, September 22, 1927

Portsmouth, Ohio

1

BEAUTIFUL OHIO

Lyric by Ballard MacDonald
Music by Mary Earl

Long, long ago,
Some-one I know
Had a little red canoe
In it room for only two
Love found its start,
Then in my heart
And like a flower grew

Chorus:

Drifting with the current
Down a moonlit stream
While above the heavens
In their glory gleam
And the stars on high
Twinkle in the sky
Seaming in a Paradise of love divine
Dreaming of a pair of eyes that
looked in mine
Beautiful Ohio in dreams again I see
Visions of what used to be.

2

MY OLD KENTUCKY HOME

Foster

The sun shines bright in my old Kentucky
home,
'Tis summer, the darkies are gay;
The corn-top's ripe and the meadow's in the
bloom,
While the birds make music all the day;
The young folks roll on the little cabin floor,
All merry, all happy and bright;
By'n by hard times comes knocking at the
door.
Then my old Kentucky home, good night!

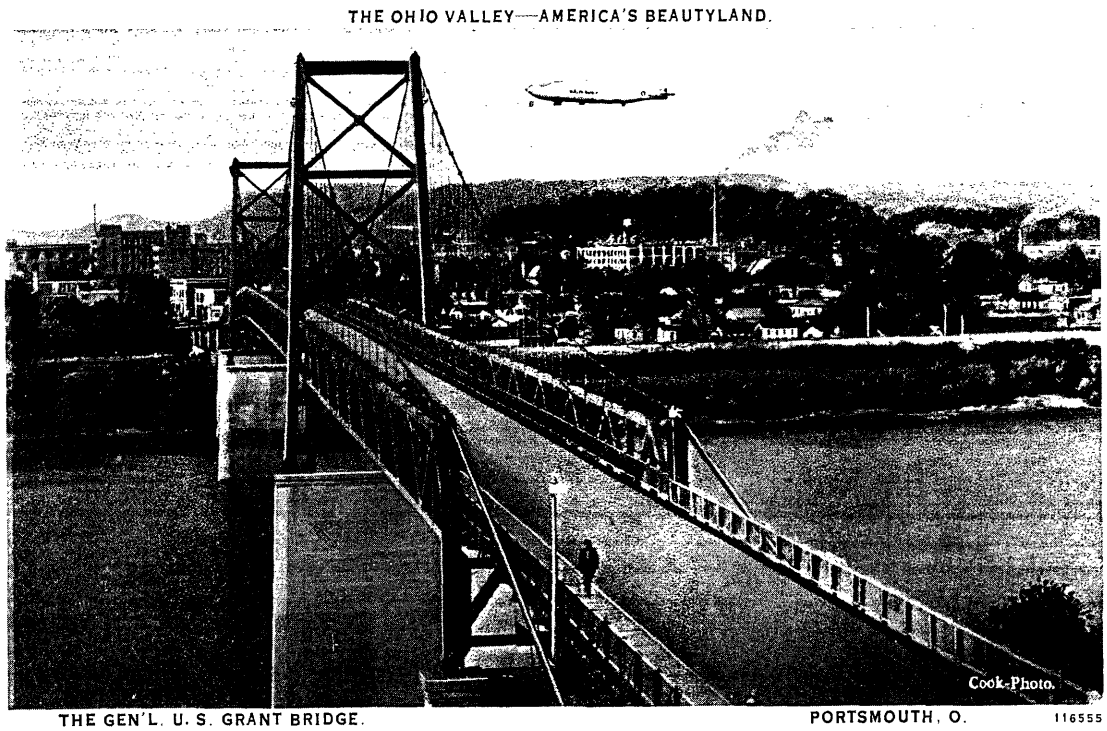
Chorus:

Weep no more my lady, O weep no more
today!
We will sing one song for the old Kentucky
home,
For the old Kentucky home far away.

They hunt no more for the possum and the
coon,
On the meadow, the hill and the shore;
They sing no more by the glimmer of the
moon,
On the bench by the old cabin door;
The day goes by like a shadow o'er the heart,
With sorrow, where all was delight;
The time has come when the darkies have to
part,
Then my old Kentucky home good night!

Chorus:

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY



General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

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Greenup County, KY

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General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

Geographical Data:

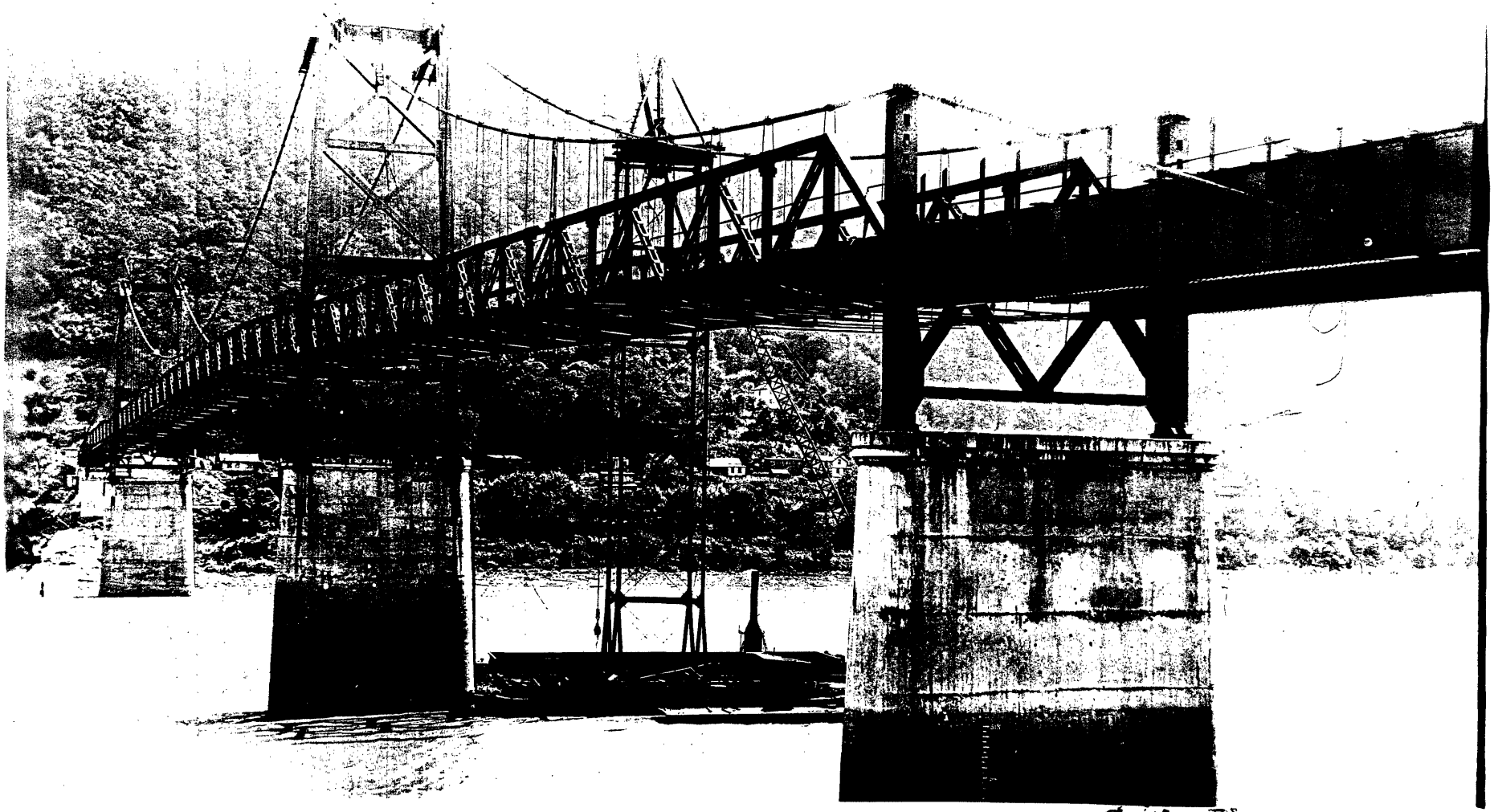
Verbal Boundary Description

The geographical boundary of the General U.S. Grant Bridge is one foot beyond the perimeter of the Bridge structure, including approaches and abutments. The structure is located on U.S. Route 23 linking Portsmouth, Ohio and Greenup County, Kentucky.

Boundary Justification

The justification for the boundary of the General U.S. Grant Bridge is to include the superstructure, piers, anchorages and girder deck approaches.

GENERAL U. S. GRANT BRIDGE
SCIOTO CO., OH
GREENUP CO., KY



Cook Photo

HISTORIC PHOTO A 1927.

GENERAL U. S. GRANT BRIDGE
SCIOTO CO., OH
GREENUP CO.,KY

HISTORICPHOTO B

GENERAL U.S. GRANT BRIDGE
SCIOTO CO., OH
GREENUP CO., KY

HISTORIC PHOTO C Ca. 1927

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

For all photos: Photos by Mary K. Smith
8 November 1999
Negatives at Ohio Historic Preservation Office
567 E. Hudson Street
Columbus, OH 43211

Photo #	Description
1	Looking northeast at General U.S. Grant Bridge
2	Looking east at south viaduct approach
3	Looking northeast at south end of main span
4	Looking north at main span and south tower
5	Looking north at north tower
6	Looking northeast at end of main span
7	Looking north, deck truss detail
8	Looking east, south end of deck truss
9	Looking northeast, deck truss detail
10	Looking south, south end of main span
11	Looking east, deck truss detail
12	Looking east, north tower detail
13	Looking north, deck truss detail
14	Looking over deck rail at eyebars
15	Looking north at north tower

General U.S. Grant Bridge
Scioto County, OH
Greenup County, KY

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Photo #	Description
16	North tower detail
17	Looking south at main span and south tower
18	Looking southeast at main span and deck truss
19	Looking west toward Simon Perkins Bridge