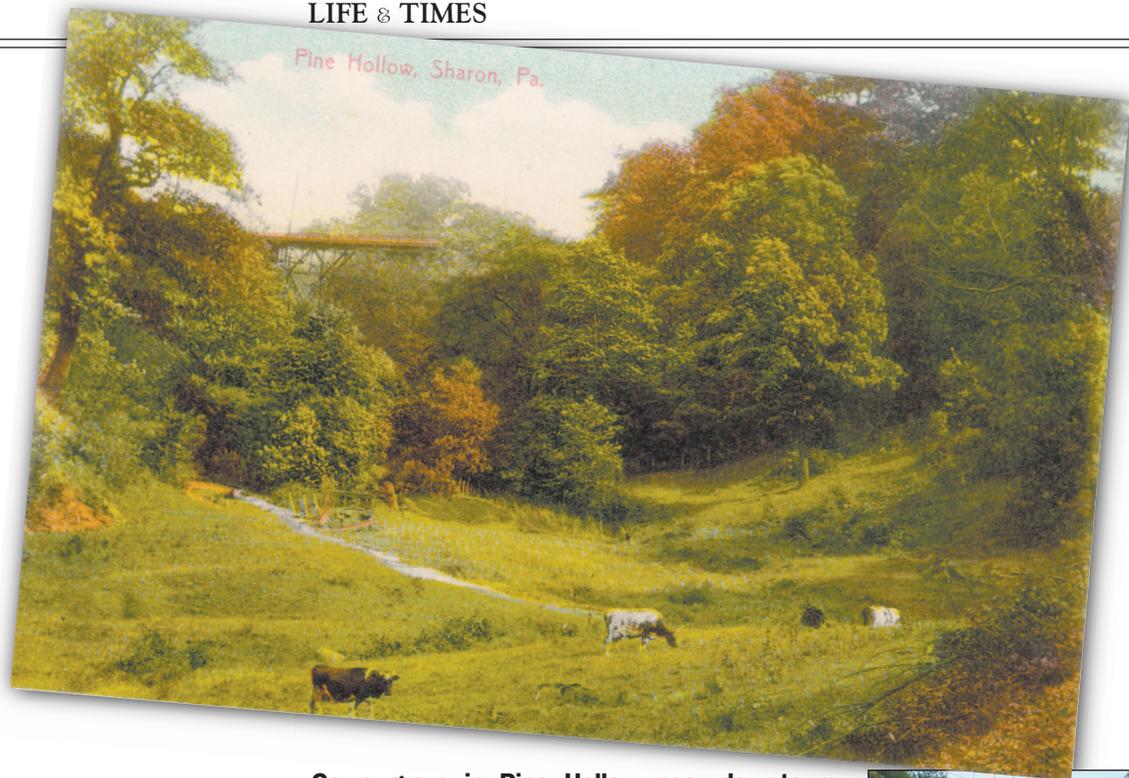




John Zavinski of Hermitage is a deltiologist – a collector of postcards – and illustrates historic local images here with modern views of the same scene. He is director of graphics and technology for *The Herald* newspaper and design director for *Life & Times* magazine. Contact him at jzavinski@sharonherald.com



Cows graze in Pine Hollow near downtown Sharon at the foot of Jennyburg Hill in this postcard, which was published in 1907 or shortly thereafter. At right, the scene today.



John Zavinski/Life & Times

When cows grazed in downtown Sharon

By John Zavinski

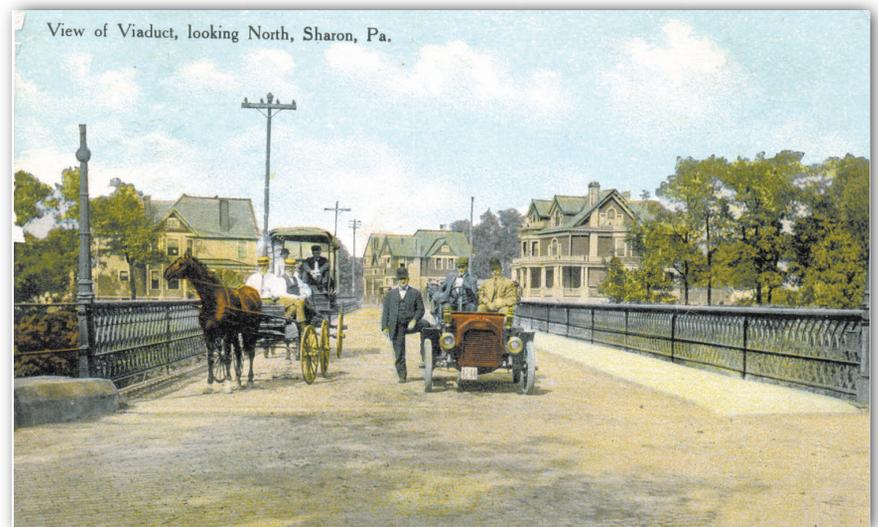
SUCH A BUCOLIC SCENE: Rolling, tree-covered hills, bisected by a meandering stream. Cows grazing on a sunny summer afternoon.

And it's on the edge of downtown Sharon at the western end of Pine Hollow near Sharpsville Avenue.

Today, cars race through the scene on the four-lane Connelly Boulevard, past Jack's Autobody, the Elks lodge and Associates in Counseling and Child Guidance. Pine Run twists beside and beneath the highway.

The postcard, circa 1907, also shows the original Oakland Avenue viaduct in the distance, a steel-truss span built in 1904 to carry what was then known as Hazel Street. Its 1936 concrete, art-deco replacement was imploded in 2001. Today's viaduct finally opened in 2006 after five long years of construction delays.

The road below – which began as the two-lane Pine Hollow Boulevard in the 1930s – traces the railbed of the Sharon and Greenfield Railroad. The railroad, established in 1870, hauled coal to the Erie Extension Canal basin at Dock Street in Sharon, just beyond where the cows grazed. ♦



Occupants of two horse-drawn carriages and a motorcar pose at the south end of the then-Hazel Street viaduct in Sharon sometime shortly after 1907. Note that the houses on both sides of the north end still stand.

Fun fact: When the road was widened to four lanes in 1957, you could travel the Shenango Valley Freeway from Sharon to Hermitage for seven months before the first traffic signal was installed at Stambaugh Avenue. Otherwise, the many crossings had two- and four-way stop signs. ♦

