



The Newsletter

*of the National Society for the
Preservation of Covered Bridges, Inc.*

Fall 2017

Fading Covered Bridges

by: Arden Paul Titlow

Old covered bridge, your image is fading, cement
 Or steel is the rule of the day.
 New styles bring changes in lines and designing,
 The old steps aside while the new has its way.
 Progress means forward, that we all know; lo, the
 Auto replaces the wagon and sleigh,
 No more the clomp of horses go, to echo 'gainst
 The hills away.
 Ah, yes, and without it goes romance and charm,
 A value that autos do not possess,
 The hum of tires on the way to the farm, now replaces
 the clatter but fails to impress.

In memory of Joseph Conwill ...

*"The grave is but itself a covered bridge leading
from light to light thru a brief darkness."*

Henry Wadsworth Longfellow

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Editor's Comments ...

The **Newsletter** is published quarterly. It includes current bridge news and information about upcoming events.

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It's hard to believe that the summer has gone so quickly with only a short time before our kids return to school and fall will be upon us. By the time you are reading this, the Oregon bridge safari will have taken place with news and photos to be presented in a future Newsletter.

Several years ago, for our 40th wedding anniversary, my wife and I visited Alaska, enjoying its breathtaking beauty while driving from Anchorage to the Arctic Circle. *Topics* Editor, the late Joseph Conwill, had alerted us to the existence of an old railroad bridge at Chickaloon, Alaska, deemed historic and saved from destruction in 1982, located not far from Anchorage with its continued existence unknown. On one of our excursions around Anchorage, we found the old bridge without much difficulty standing alongside the roadway about 100 yards from where it had originally spanned the Chickaloon River many years ago. While knowing it is not technically a covered bridge, it did represent the historic truss construction found in some of the few remaining wooden truss railroad bridges that are covered – that being a Howe Truss.

Information about and photographs of the bridge seem to be scarce at best and that which is contained in the article beginning on page 12 has been gleaned from a variety of sources over the last three years. If any of you have any information, possible contacts, or might have any old photos from the late 19-teens and 1920's showing the Chickaloon Bridge as a railroad bridge, this editor would very much like to hear from you.

I would like to remind our members and our sister organizations about providing information regarding upcoming events and/or projects being undertaken in your area to the editor, and thank those who have already, so as to allow all our members to join in as they may find appropriate. Photos and stories of events, bridge damage, vandalism and/or fire protection programs will help us all to be mindful for the welfare of our bridges.

I hope you have all had an enjoyable summer and plan on visiting bridges in your area as the colors of fall offer many picturesque opportunities.

Happy Bridging !!

Winter 2017 Newsletter Deadline ...

The next Newsletter is scheduled to be mailed in early December. Therefore, anyone wishing to submit articles should send them to the Editor by **November 15, 2017**. **Please note:** it is requested that your information be typed or printed on plain white paper, including proper credit information (newspaper, magazine, or web site, etc.), and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050 or emailed to nspcb@yahoo.com. Thanks! Please, remember that we always appreciate any news or comments sent in even if we can't ultimately use it.

President's Message ...

You may have been a little surprised to see your Fall Newsletter arriving so early. That is unless the mail is running slow again and it got to you at its normal time. No, we aren't rushing the end of summer, but did not want the task of printing, preparing the mailing and getting it off to the post office to be waiting for us when we returned home from Oregon. Hopefully, the weather is cooperating and we are all having a wonderful time visiting the covered bridges of Lane, Linn and Marion counties. I will have a full report in the Winter edition.

As we were preparing this issue we were all shocked and saddened at the unexpected passing of *Topics* editor Joseph Conwill. As I wrote in my tribute on page 6, Joseph was not just a colleague, but a friend and mentor. I have learned a great deal from him over the years and know that there was still much more learning to be had.

Joseph had made a few visits to the Society's archives after it was moved from Westminster, Vermont to the present location in Concord, New Hampshire. During those visits, he would show me some of the highlights of the latest batch of material he had scanned and share stories about some of his visits to those bridges many years ago. During our phone conversations he would occasionally comment about bridges which are often misidentified in photos. It didn't take me long to figure out that was his subtle way of letting me know that I had something incorrectly identified on the Covered Spans of Yesteryear website.

In the business world, I am told that no one is irreplaceable. If that is the case, then I am truly looking forward to meeting the person who could even come close to filling his shoes.

This, of course, brings us to the question of who will be the next *Topics* editor. Joseph had so much information to share and so many ideas for *Topics* articles, he was always ahead of schedule. In fact, the Winter and Spring 2018 issues are already completed! This buys us a little time to prepare for his replacement. Is this your calling?

The new editor will be responsible for preparing a 16 page issue each quarter. Although there were occasional articles submitted by others, most of the material was written by Joseph. The location of the printing is negotiable. Joseph used a printer near him so he could personally review the quality of each issue before it was sent off to the membership. Also, personally delivering the printed copy to me offered him the opportunity to visit the archives for additional material for future issues. In these days of electronic files, the editor and printer could be anywhere. In fact, it may be more economical to have it printed here in New Hampshire, closer to the point of mailing, regardless of where the editor lives.

If you enjoy researching covered bridge history, have good writing skills, some graphic design talent and are interested in taking on this opportunity, please let me know, my contact information is on page 2.

Bill Caswell

Updates to the World Guide to Covered Bridges

This section lists updates since the previous newsletter. For a complete list of changes, please visit the website at www.coveredbridgesociety.org and click on the World Guide link.

On April 15, the Cedar Bridge in Madison County, Iowa, was a victim of arson. Since it is not yet known if the structure is salvageable or if it has truly been lost, we are not suggesting it be removed from the World Guide until we have more information.

Page 3, Humboldt County, California, update truss types

05-12-02	Berta's Ranch Bridge	Queen
05-12-05	Zane's Ranch Bridge	Queen

Page 178, MRC d'Abitibi, Québec, remove the following entry, bridge collapsed

61-01-30	Pont du Canton Laas
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Page 179, MRC d'Abitibi-Ouest, Québec, remove the following entry, bridge burned and collapsed

61-02-P1	Pont Blanc
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NSPCB Project Update...

Moose Brook Bridge:

Since the plans to reconstruct this bridge at the Gorham (NH) Historical Society fell through, we have been seeking an alternative location. The Wiscasset, Waterville & Farmington Railway (WW&F) Museum, a non-profit organization in Alna, Maine, expressed an interest in obtaining the bridge for an expansion of their line. After meeting with representatives of the museum, discussions with NSPCB and WW&F officers plus conversations with the National Park Service, we all agree that constructing this bridge as part of the WW&F will be a wonderful opportunity for all parties. A Memorandum of Understanding has been completed and WW&F is presently working on obtaining the necessary permits for construction. We are looking forward to transporting the timbers to Alna in the fall. WW&F offered to pay for the transportation costs plus some other incidentals related to the change in location.



Proposed bridge location in Alna, Maine.

Deck Testing Project:

The testing part of the project to evaluate covered bridge floor systems was completed in July 2016. A report of the results is being prepared by VS Engineering of Indiana. The 40' long Town Lattice structure used for the testing is presently sitting in Campton, New Hampshire and needs to be relocated. The bridge is available to anyone seriously interested in relocating it. With some additional work, it could become a usable covered bridge.



Test structure at Campton, New Hampshire.

OHBA Greene County Covered Bridge Tour

Contributed by David Simmons, President of the Ohio Historic Bridge Association

The Greene County 2017 Covered Bridge Spring Tour was a great success with a good turnout by members and a few new “bridgers” taking part. First on the list were two recently renovated bridges – The Engle Mill Road bridge (WG#35-29-03) a 95-foot Smith Truss span across Massie’s Creek and built in 1877; and, The Ballard Road bridge (WG#35-29-18) an 80-foot Howe Truss span across the North Branch, Ceaser Creek and built in 1883. Next came a new bridge, designed by John Smolen, the Charlton Mill bridge (WG#35-29-16#2) a 119-foot Howe Truss span across Massie’s Creek built in the last several years, a replica of the original 1883 structure torn down in 2013. Not far away, the Glen Helen/Cemetery Road bridge (WG#35-29-01). This bridge is a 60-foot Howe Truss originally constructed as the center section of the 1886 structure built by Henry Hebbie across Anderson’s Fork. The bridge, moved in 1979 to the Glen Helen Reserve, now stands on private property. The last covered bridge on the tour, The Stevenson Road bridge (WG#35-29-15), a 95-foot Smith Truss bridge built by the Smith Bridge Co. across Massie’s Creek in 1877. It is the third of recently renovated bridges in Greene County having been restored in 2016.

With the tour officially over several other non-covered bridges had also been included - the Tarbox-Cemetery Road bridge. a 3-span stone arch structure built in the 1850’s; the Old Town Creek (North) built by the Champion Bridge Co. of Wilmington, OH and one of only three surviving bridges of its type built by the company; and, the Old Town Creek (South) built by the Wrought Iron Bridge Co. of Canton, OH. The latter two bridges were originally built on public roads in the 1870’s and now rest on private property.

[Cautionary note to all those who visit old bridges - a visiting Indiana “bridger” on the tour stepped through one of the floorboards of the Old Town Creek (North) bridge, fortunately he was not hurt. Be sure to watch where you step. – Ed.]

Membership

Welcome New Members ...

Clay Castleberry, Oroville, CA
 Laura Cerino, Trumbull, CT
 Larry & Jackie Cote, Newport, NH
 Carol & Christopher Fortin, Mexico, NY
 Richard Gassett, Newport, NH
 Robert Geary, Fort Wayne, IN
 RT & Virginia Henke, Bremen, IN
 Rigel Janette, New Haven, CT

Charlotte Potak, Bow, NH
 Sarah South, Carlisle, OH
 Richard Capon, Melrose, NY
 Rita Horton, Melrose, NY
 Steve Chamberlain, Elk Mills, MD
 Tom Roberge, Worcester, VT
 Michael LaMotte, Rutland, VT

Welcome New Life Members...

#182 Arthur Walsh, Newport, NH
 #183 Eugene Bisanti, Oxford, NJ
 #184 Bernadine Bisanti, Oxford, NH

Final Crossings...

John Sechrist

John Sechrist, 91, of Indianapolis, Indiana, passed away on July 16, 2017. He was born on April 4, 1926 in Indianapolis to the late John and Blanche Sechrist. John proudly served his country in the Army during WWII and the Korean Conflict. John retired from AT&T after 26 years as a microwave relay technician. He was a member of the Indianapolis Masonic Lodge 669 F&AM and served as treasurer for the Indiana Covered Bridge Society for many years. His hobbies included photography, especially taking pictures of covered bridges.



Arline French



We recently learned of the passing of member Arline French of Concord, NH, on October 24, 2016 at age 102. Arline was born in Haverhill, Massachusetts on July 17, 1914. In April 1942, she married Harold French who served overseas during World War II and made the Air Force his career retiring in 1969 as a Lt. Colonel. Arline loved ballroom dancing, photography, painting and sculpting with wood and clay. She was very active up to the end. When she joined the NSPCB at the 2014 Warner Fall Foliage Festival, she showed us how at age 100 she can still dance in her wheelchair. In addition to the NSPCB, she was a member of the Andover Historical Society, and New London Historical Society.

2017 Eric DeLony Scholarship

The National Society for the Preservation of Covered Bridges invited applications for the 2017 Eric DeLony Scholarship. The scholarship honors Eric DeLony, who served as chief of the Historic American Engineering Record (HAER) from 1971 to 2003 and is a noted historic preservationist. Mr. DeLony was particularly interested in the preservation of historic bridges. This year, a \$500 scholarship was awarded to Rigel Janette of New Haven, Connecticut, for his work incorporating historic preservation concepts into his urban planning projects at Rutgers University in New Jersey.

Joseph Dillard Conwill

12 XII 1954 – 20 VII 2017

by Bill Caswell

I am sorry to report that our colleague, Joseph Conwill, has passed away at the age of 62. Joseph joined the Society as a young teen in 1967.

Joseph had a life-long interest in photography. As a young man, he worked for E.P. Levine, a well-known camera store in Boston.

He became the editor of *Covered Bridge Topics* in 1992, an undertaking that he thoroughly enjoyed. He set high standards for himself in both the quality of the content and of the print quality. The next editor will certainly have some large shoes to fill.

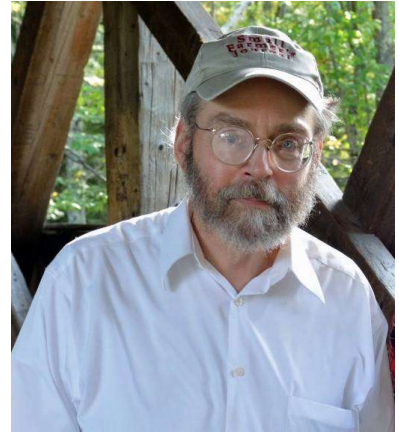
In addition to being the Topics editor, Joseph spent countless hours over nearly two decades organizing the Society's collections. As a result, the Society's largest collection, donated by Richard Sanders Allen, is stored in archival-safe protectors and arranged in a series of file cabinets by state and county. Joseph also spent the past ten years scanning the various slide, negative and photograph collections.

Personally, I am deeply saddened at the loss of such a knowledgeable and respected mentor and friend. His encyclopedic knowledge of covered bridges was a fantastic resource for me and many others. I have learned so much from him and still have much more to learn. I will miss our phone conversations, emails and his quarterly visits to the Society archives to deliver the next issue of *Topics* and pick up research material for future issues.

Prior to his service to the NSPCB, Joseph was very active in the Société québécoise des ponts couverts, the Québec Covered Bridge Society, during the time it existed (1981-2002). He and Dick Roy made numerous covered bridge excursions to Québec and he still corresponded with his friends there regularly.

Joseph authored a number of books on covered bridges including two books in Arcadia's Images of America series on the covered bridges of Vermont and Maine plus *Covered Bridges Across North America*.

Joseph has certainly left his mark on the covered bridge community and will be greatly missed by all of us who knew him. For those curious about the dates in the title, that is the way he wrote them. So I chose to follow that pattern for this tribute.



Archives Update

The regular archives volunteers have been continuing progress on their projects: Bob & Betty Pauwels sorting through donated postcards and Michael Delage scanning slide collections of Charles Forgue of Tennessee and Jeanne Hickam of Florida.

Joe Cohen, *Topics* editor from 1973 until 1992, will be permanently moving to Florida this fall. In preparation for the move, Joe donated his collection of *Topics* and *World Guides* to the Society's archives at the Contocook meeting in June.

Ken Barnes of Victoria, Australia, donated slides of covered bridges that he and his wife visited between 1966 and 1970 while working as an attaché for the Australian Embassy in Washington, DC.

Bob Hagen, age 92, of Richfield, Minnesota included this wonderful photograph with his membership renewal. Bob and his wife Jeanne visited with Richard Sanders Allen during a trip to New England in October 1955.

Bob Bicknell of East Orleans, MA, donated 50 3"x3" glass slides of Massachusetts covered bridges taken by his father, Dr. Francis P Bicknell MD. The images possibly date from the 1930's. This is a wonderful addition to our collection.



*Richard Sanders Allen (left)
and Bob Hagen (right)*

Upcoming NSPCB Meetings & Events ...

2017 Meeting Schedule

All meetings begin at **1:00 pm** unless otherwise noted.

Saturday - Monday, August 26 - 28 – Central Oregon Tour.

Sunday, September 24 – Hyde Hall Mansion, Glimmerglass State Park, Cooperstown, NY. If you plan to attend, please notify Bill or Jenn Caswell so you can be added to the guest list. We are told that park entrance fees will be waived for people on the guest list. Contact information is on page 2 or leave a message at 603-478-1484.

Saturday, October 28 – Annual Meeting at the Brigham Hill Community Barn, 37 Wheeler Rd., Grafton, MA. Our speaker this year will be Terry Lively who will speak on West Virginia's covered bridges.

Other Upcoming Covered Bridge Meetings & Events ...

September

September 7-10, 2017 – Roann Covered Bridge Festival, Roann, Indiana.

Sunday, September 10, 2017 – Theodore Burr Covered Bridge Society of Pennsylvania Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA at Sunday 2 p.m. Program: "Our Society's Year in Review" by President Thomas E. Walczak

September 15, 16, 17, 2017 – New York State Covered Bridge Society annual safari hosted by Gretchen and Bob Bronke. The safari will be in Bedford and Somerset Counties of Pennsylvania.

September 16-17, 2017 – Washington & Greene Counties' Covered Bridge Festival, Pennsylvania

September 17, 2017 – Ohio Historic Bridge Association Fall Bridge Tour, details to be announced.

Saturday, September 23, 2017 – Indiana Covered Bridge Society Fall tour of Greene County.

September 23 & 24, 2017 – Union County Covered Bridge Bluegrass Festival, Pottersburg Bridge, North Lewisburg, Ohio.

October

Sunday, October 1, 2017 – Theodore Burr Covered Bridge Society of Pennsylvania Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA at Sunday 2 p.m. Baked Pasta & Meatballs Dinner Fundraiser - \$16 per person. Dinner starts approximately 3 p.m. after the Business Meeting.

October 5-8, 2017: Columbia-Montour Counties Covered Bridge Festival, Knoebles Park, Elysburg, PA.

October 14 & 15, 2017: Ashtabula County (Ohio) Covered Bridge Festival, Jefferson, Ohio.

October 14 & 15, 2017: Madison County Covered Bridge Festival, Winterset, Iowa.

October 13-22, 2017: Parke County (Indiana) Covered Bridge Festival.

Saturday, October 28, 2017: Blount County Covered Bridge Festival, Oneonta, Alabama.

Covered Bridge Meetings & Events (continued)

November

Sunday, November 5, 2017 – Theodore Burr Covered Bridge Society of Pennsylvania Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA at Sunday 2 p.m. Program: Bill Caswell, President of the National Society for the Preservation of Covered Bridges. Topic TBA

Sunday, November 12, 2017 – New York State Covered Bridge Society annual Harvest Dinner hosted by Wayne and Karen Marshfield at the Hamden Presbyterian Church Community Hall.

Sunday, November 19, 2017 – Ohio Historic Bridge Association Annual Business Meeting. Ohio History Connection Auditorium, 800 E. 17th Ave., Columbus, OH (exit 111 off Route 71)

December

Saturday, December 9, 2017 - Annual Christmas Dinner at Dutch-Way Farm Market & Family Restaurant, Gap, Lancaster County, PA 11 a.m. to 3 p.m.

Annual Meeting

This year our annual dinner and meeting will be held at a new location on Saturday, October 28, 2017. We have had two regular meetings at the Brigham Hill Community Barn and found the location to be an excellent venue. In addition to having plenty of room to accommodate our group, it also includes a state-of-the-art audio-visual system for our guest speaker and business meeting. Lunch will be provided by a local caterer.



Our speaker will be Terry Lively from West Virginia. Terry has been involved in art, writing and media for nearly fifty years. She received both her Bachelor of Arts and Master of Arts degrees in Media Studies from West Virginia State University. A \$190,000 grant from the Federal Highway Administration in 2004 provided funding to produce a documentary and coffee table book titled '*Crossings – Bridge Building in West Virginia*,' highlighting 49 of West Virginia's biggest and best bridges. The DVD is aired regularly on West Virginia Public Television. Later, after retirement from nearly thirty years at the West Virginia Department of Transportation's Communication Office, she produced '*West Virginia Covered Bridges*.' The one-hour DVD documentary focusing on the state's remaining covered bridges was completed in 2014 and is in constant rotation on the West Virginia Public Broadcasting

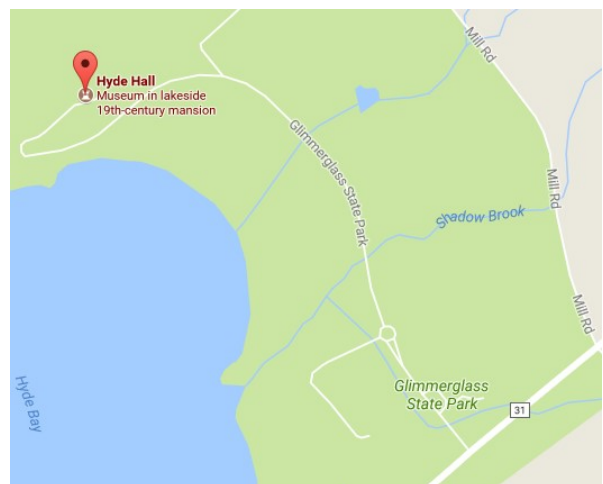


stations around the state.

September Meeting

The staff of Hyde Hall Mansion near Cooperstown, NY, have invited us to their facility for our monthly meeting on September 24th. The mansion is part of Glimmerglass State Park along with the Hyde Hall covered bridge, the oldest covered bridge in the country. The park is off route 31 between Cooperstown and East Springfield.

There is no cost to attend the meeting although pre-registration is necessary to enter the park without paying the admission fees. If you are planning to attend the meeting, please let Bill Caswell know at the email or postal addresses on page 2. Tours of the mansion, which are usually \$15 per person, will be reduced to \$10 for meeting attendees.



June Meeting

The June meeting was held in the Contoocook Railroad Depot at Contoocook, New Hampshire. Much of the discussion included items discussed in separate articles within this *Newsletter* such as the status of NSPCB bridge projects and archives update. Joe Cohen was presented with a plaque in honor of his four decades of service to NSPCB. He was editor of *Covered Bridge Topics*, from 1973 until 1992. After that Joe became a director for another dozen years. Even when he wasn't in an official position, Joe regularly attended meetings and was active in the Society. This was probably his last meeting since he will be moving to Florida permanently.



July Meeting

The July meeting was originally planned to be the annual picnic. However, due to the Scott Bridge Celebration on the same day, the decision was made to relocate the meeting to Townshend, Vermont. Fourteen members and guests gathered in the Townshend Town Hall. The members in attendance approved an ammendment to the bylaws which specifies the distribution of the Society's assets if it were ever to be disbanded. Having this provision for dissolution is a requirement for non-profit organizations doing business in New Hampshire.

The group also discussed various ways that we could be more effective in our mission to preserve covered bridges. Topics included work days to clean up brush and debris inside and around covered bridges, plus school field trips to covered bridges where students can learn about the history of a local bridge and its builders. When concerns about a particular bridge are noted, more members need to be involved in writing letters to public officials and media supporting the needed repair or maintenance of the structure.



NSPCB Facebook Page ...

To help spread the word about our mission, the National Society for the Preservation of Covered Bridges, Inc. has a Facebook page. The page is used for sharing current bridge related news and Society meeting information. If you use Facebook, visit us at <http://www.facebook.com/nspcb>. "Like" our page and share it with your friends.

Rob Roy Covered Bridge Dedication

By Andy Rebman

On a warm and sunny July 2, 2017, about 200 people gathered at the Rob Roy Covered Bridge in Fountain County, Indiana, to celebrate the dedication and reopening of the covered bridge. The bridge has been closed for 3 years due to damage caused by water runoff to the lower chord. For a while there were concerns that the bridge would not be reopened to traffic. But with the help of an anonymous donor, the covered bridge has been repaired. This gracious donor paid the entire \$43,000 bill to restore the bridge.



The restoration process started with the Fountain County commissioners fixing the faulty drainage issue so that no more damage was done to the bridge. Dan Collom was hired as the contractor to make repairs to the bridge. He started work in March on the bridge and finished it up by the end of June. Most of the work was focused on the southeast corner chord that was damaged by the excessive water run off. When Dan pulled that section apart, he found that the chord had wedges installed to hold everything together. This caused compression on the chord and eventually lead to a 3” drop on that corner. Dan pulled the wedges out and put back in the proper pins to hold it together. A lot of wood also had to be replaced in that corner due to rot. Also replaced were a few floor boards and some siding on the North end of the bridge.



On the dedication day, everything looked great. County Commissioner Craig Stalter was on hand to cut the ribbon and give the dedication speech. There were numerous members of the Indiana Covered Bridge Society and The Friends of Rob Roy Covered Bridge in attendance. Both groups setup up booths on the bridge to sell merchandise. I and Greg McDuffee talked with the visitors sharing information about our Society and our bridges. It was very busy 2½ hours. The Friends of Rob Roy Covered Bridge also hosted a hog roast serving pulled pork, hamburgers, hotdogs, baked beans and pasta salad. From personal experience, it was very tasty! Greg and I had a great time meeting everyone. We also had a chance to talk with the county commissioner Craig Stalter and thank him for his help with the bridge.



The Bridge should reopen to traffic within a few weeks. Guard rails still need to be installed and the county has to inspect the bridge before traffic is allowed to cross it. But no one is anticipating any problems.

I would like to thank the anonymous donor, the Friends of Rob Roy Covered Bridge and their President Steve Mrockiewicz and all the other donors for their dedication to the Rob Roy Covered Bridge. Without them, I would be writing a different article now. If you are interested in donating, please contact Western Indiana Community Foundation (WICF), 765-793-0702. They have set up an account for the Rob Roy Covered Bridge.

Scott Bridge Celebration

By Bill Caswell

Long awaited repairs to the Scott Bridge (WG #45-13-13) over the West River in Townshend, Vermont, are now complete. The bridge, which has been closed to vehicular traffic since 1955, was completely closed in February 2012. Renaud Brothers of Vernon, VT took on the \$2.35 million project. Although much of the wood was badly rotted and needed to be replaced, it looks like about half of the historic timbers remain.

The bridge has an unusual combination of a Town lattice span plus two Kingpost spans. Arches added during earlier repairs were causing some of the recent problems with the structure. They have now been removed. The project included application of insecticide and fire retardant.

The bridge was named for the Scott family who owned the farm nearby. It was built in 1870 at a cost of \$5200 to replace a bridge lost in the 1869 flood. A 166' Town lattice span crosses the river and two Kingpost spans cross the dry land adjacent to the river. At first, only the Town truss was covered. The kingpost spans were covered in 1873.

The Scott Bridge was the first bridge chosen for preservation by the Vermont Historic Sites Commission (now called the Division for Historic Preservation) in 1955, when the state took ownership of the structure. It was placed on the National Register of Historic Places in 1973.

The bridge also has undergone several renovations. According to the 2012 engineering report by Hoyle, Tanner & Associates, concrete was added to two western piers in 1915, and a new concrete pier was installed in 1981 to support the bridge's 166-foot-long town lattice truss.

The Townshend Historical Society (THS) organized an event to celebrate the restoration of the bridge on July 23, 2017. THS and NSPCB both had tables set up at the event to share information about our organizations. We gained five new members as a result. The walls were decorated with historic photos of the bridge, many of them from the NSPCB archives.

The event began at 4pm with THS president Robert DuGrenier introducing Robert McCullough, UVM Professor of Historic Preservation and author of *Vermont Crossings: A History of Vermont Bridges*. Mr. McCullough was followed by Laura Trieschmann, the State Historic Preservation Officer. The speeches were followed by a ribbon cutting by Park Chamberlain, a descendant of the builder Harrison "Tip" Chamberlain. Many other Chamberlain descendants were in attendance.

Next came an old-fashioned potluck supper with a large cake donning an image of the bridge. The evening ended with square dancing to the music of Sally Newton and Michael Donahue.

Heidi Clawson and the others at the historical society are to be commended for a wonderful celebration. Photos by Bob Watts and Bill Caswell.



Robert McCullough
UVM Professor of Historic Preservation



Laura Trieschmann
State Historic Preservation Officer



Ribbon Cutting by Park Chamberlain



The Railroad Bridge at Chickaloon, Alaska

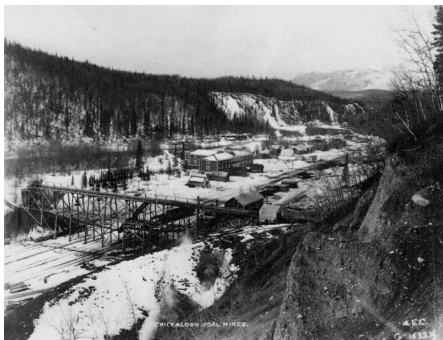
By Robin A. Mitchell

Several years ago my wife and I celebrated our 40th wedding anniversary with a journey to Alaska. The flight from Boston was long but the views from our plane were spectacular especially those near Seattle and north along the coast toward our destination – Anchorage, AK. Once in Anchorage, we took a few days to explore on land, sea and air. We were treated to all sorts of wildlife – whale, otter, bird, bear, sheep and countless others. Our sea plane set us down on a glacial lake with the only sound being the water lapping at the shore. The different glaciers were breathtaking - a new one visible as we flew around each mountain sometimes above the clouds, sometimes through the canyons. Although we then journeyed north to Mt. Denali, Fairbanks and the Arctic Circle before heading home, our story is found outside of Anchorage.

In 1898 a military exploration party discovered a 4-ft wide vein of good quality coal near the Chickaloon River. In 1913, the U. S. Navy, seeking a source of high quality coal for refueling the ships of the Pacific Fleet, revived the interest in the Alaskan coal fields. In the winter of 1913/14 John Dalton hauled 800-tons of bituminous coal from the mines at Chickaloon down the frozen Matanuska River for testing, the results of which were found to have good burning qualities and an acceptable fuel for ships.



*Note the Size of Those
Timbers
Photo by Kathleen
Mitchell, June 2014*



*The A.E.C. coal mines at
Chickaloon, Alaska - circa 1918.
Alaska Engineering Commission, and
The 1935 Matanuska Colony Project*

In 1914 President Woodrow Wilson authorized the Alaska Engineering Commission (A.E.C.) to survey and construct the Alaska Railroad between Fairbanks and Seward. In 1916, 60 miles of a new Chickaloon Branch Line track were laid with the first train reaching the A.E.C. coal mines at Chickaloon on October 24, 1917. The first shipment of coal reached Anchorage six days later. In 1919, more than 4,000-tons were mined solely for Navy use and not even the government railroad engines could burn the coal produced at Chickaloon. Within only a few short years, however, extracting the rich coal from the A.E.C. mines was becoming ever more expensive and California oil was found to be more economical. By 1922, naval ships were being converted to oil-fired and most of the mines at Chickaloon had shut down.

That brings us to the railroad bridge at Chickaloon.

The Chickaloon railroad bridge, along with a nearby twin just up river, was engineered in 1915 and built in 1917 across the Chickaloon River and is located in the Matanuska-Susitna Borough of Alaska some 74-miles north of Anchorage.

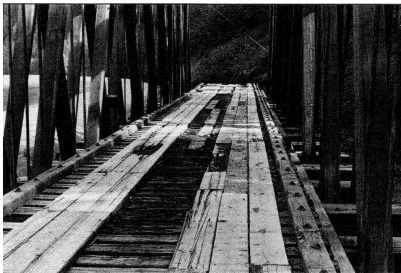
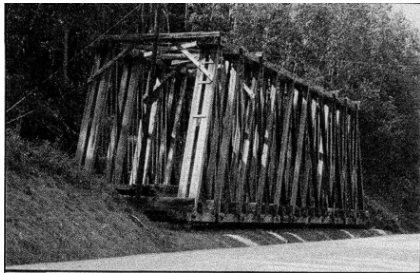
Constructed for the government-built Alaska Railroad Branch Line the Howe Truss bridge measures 121-feet in length and is the only one of two such bridges of this length remaining in Alaska. This style of bridge was considered an Alaska Railroad standard with numerous examples once found throughout its system. After the coal mines had closed, both bridges were converted with planking to highway bridges in the 1930's and continued in service until 1981 when a fatal accident occurred on one of the bridges and both were deemed "unsafe".



*Chickaloon Railroad Bridge after
conversion to a highway bridge – 1941.
Russ Dow papers, Archives and Special
Collections, Consortium Library,
University of Alaska Anchorage*

Chickaloon Bridge (continued)

Local residents convinced state officials of the bridge’s historical value and the Alaska Department of Transportation (AKDOT) agreed, successfully moving the two-to-three-hundred-ton bridge to a cleared gravel site alongside the Chickaloon River Branch Road about 100-yards from its original location. As AKDOT was not in the business of moving such structures, the Anchorage engineering firm Peratrovich Nottingham and Drage (PND) was hired to perform the actual move in 1982 lifting the complete structure from its abutments with a crane.



Views of the Chickaloon Railroad Bridge before the protective roof – circa 1985/1986

Chickaloon Railroad Bridge with added protective roof

Mainline Modeler magazine, February/March 1996, Curt Fortenberry Collection¹

June 2014 Photo by Kathleen Mitchell

PND also designed the roof structure to help keep rain off the truss components. This was installed by the Palmer, AK Job Corp. in cooperation with the Matanuska-Susitna Borough Planning Commission a few years later. The bridge’s twin about ½ mile up river had also been planned to be saved but close examination showed that it was no longer structurally sound and was blown up with dynamite.

Today, the remaining massive structure still stands alongside Chickaloon River Branch Road where it was moved some 35 years ago. The massive beams that once carried Alaska Railroad cars filled with high-quality Chickaloon mined coal are showing their age through decay and growth of lichen together with the occasional wayward tree shoot, and vandalism. Hopefully sometime, in the not too distant future, a concerted effort will finally be undertaken to preserve the bridge as had been originally planned in the 1990’s



*Left: Highway deck of the bridge looking north toward the Chickaloon River
Right: Protective roof structure and upper diagonal truss work of the bridge
July 2017 Photos by “BJ” of Palmer, AK via Ray Freden of Pembroke, ME*

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For more details, go to <http://tinyurl.com/nspcb-amazon>. If that doesn’t work, try the original link - <https://smile.amazon.com/ch/04-6060691>.

¹ Editor’s Note: In February and March of 1986 a series of articles appeared in Mainline Modeler magazine [no longer in publication] by Curt Fortenberry about the Through Howe Truss bridges in Alaska. The series included scaled drawings prepared by Robert L. Hundman specifically for those articles. The drawings included the notice: “Copies of these drawings may be made for non-commercial use only.”

News from the States & Provinces...

California :

Freeman's Crossing or Oregon Creek, Yuba County - 05-58-01

Bob Sheldon reports that during a visit to this bridge in June 2017, he discovered that it had been completely dismantled. Bill Caswell contacted the Yuba County Public Works office and learned that during a routine inspection, it was discovered that the ends of the bottom chords were badly rotted. The bridge was closed to vehicle and pedestrian traffic. The lower chords of the bridge had been more than 80 feet long and cut from a single tree. Unfortunately, it was not feasible to locate another timber of this size so the lower chords will be replaced with laminated timber members. Other historic components of the truss system will be reused when the bridge is reconstructed. The reconstruction will include new floor decking, new siding and a new roof. Thanks to Tim Young, Asst. Director, Yuba County Public Works for the information. Photos from Jim Smedley's visit in September 2014.



Brookwood Bridge, Bayside - 05-12-08

An effort to repair and preserve the Brookwood Covered Bridge over Jacoby Creek suffered a setback when the bids received to do the work came in twice as high as an engineer's estimate for the project. Quincy Engineering, a consulting firm, had estimated that replacing the rotten wood and making other repairs to the covered bridge would cost about \$398,000. However, when the project was put out to bid, the lowest bidder was Mercer-Fraser of Eureka, which offered to do the work for \$819,610, 121 percent over the engineer's estimate. The Board of Supervisors is expected to reject the bids. Public Works will then look into getting additional federal funding for the repairs, will explore cost reductions and will look at soliciting bids from more companies. News from the Mad River Union of July 25, 2017.



Powder Works or Paradise Park Bridge, Santa Cruz - 05-44-03

As this issue was going to print, NSPCB received a letter from the Paradise Park Masonic Club, owners of this bridge, stating that the bridge needs substantial repairs. The bridge was listed as a National Historic Landmark in 2015. They need assistance finding funding and contractors to restore the structure.

California (continued):

Bridgeport Bridge, Bridgeport - 05-29-01

Excerpted from a South Yuba River Park Press Release, July 28, 2017.

Thanks to Governor Brown, State Legislators, and Department of Parks and Recreation (DPR), the funding to save the longest, single span wood covered bridge left in the United States is assured. DPR reports there is \$4.128 million in the approved 2017-2018 budget allocated for the renovation of this historical treasure. So far \$356,000 has been spent on final plans and working drawings leaving \$3.772 million for construction costs. Most of the environmental and permitting processes have been completed or are in their final stages and should be completed by the end of 2017. The Project is anticipated to go out to bid in early 2018, and construction is scheduled to commence in summer 2018, with a projected completion date of May 2019.



Photo courtesy John Field, Publicity Chair of the South Yuba River Park Association

Visit www.southyubariverstatepark.org for more information.

Georgia :

Concord Bridge, Cobb County - 10-33-02

Cobb County has approved \$803,000 for needed repairs to the Historic Concord Covered Bridge in Cobb County. The work, being done by Suncoast Restoration and Waterproofing, will begin this summer and should be completed before the end of the year.



The project involves cleaning, repairing exterior siding and roofing, repairs to one of the bridge supports, signage improvements, and new guard rails. But the biggest change to the structure is the addition of four internal steel frames to stiffen the bridge. These frames, painted to match the interior wood, will help stabilize the bridge and better protect from future vehicle damage. Vehicle damage has been one of the largest challenges for the historic bridge, which has around 10,000 cars driving through its 7-foot clearance each day.

For the latest news on this bridge and the surrounding historic district, visit the 'Friends of the Concord Covered Bridge' web site at <http://concordcoveredbridge.org>. This is a non-commercial web site, created expressly for the purposes of protecting and preserving the last covered bridge in use in the Atlanta area. The bridge is regularly facing threats of replacement with a modern structure. The new Atlanta Braves Stadium is nearing completion on the same road, about 5 miles away which is not going to help matters. ('Friends of the Concord Covered Bridge' web site June 27, 2017).

Howard Bridge, Oglethorpe County - 10-109-01

On July 9, the "Let's Clean Up Howard's Bridge!!" Facebook page reported that rotted timbers at the bridge's entrance have been replaced. These photos were posted with the note.



*Iowa :****Cedar Bridge, Madison County - 15-61-03#2***

Three teens are charged with arson for setting the fire that destroyed the Cedar Covered Bridge north of Winterset, Iowa, on Saturday, April 15, 2017. The fire was reported around 6 a.m., and was fully engulfed when fire crews arrived. Officials believe the only reason the charred remains of the bridge didn't collapse into Cedar Creek is because it was treated with fire retardant when it was rebuilt in 2004 after the last time arsonists set it on fire. The Bridge Engineering Center at Iowa State University will be testing bridge timbers this summer to determine which ones can be reused. (KCRG-TV, June 8, 2017. Photo by KCCI-TV)

*Indiana :****Shieldstown Bridge, Jackson County - 14-36-02***

With the help of state senator Eric Koch and the Indiana Department of Transportation, the Shieldstown project is getting back on track. Work, which has been stalled since early 2016, is set to resume on September 1st. In early 2015, contractor Duncan Robertson was awarded the \$1.1 million contract to rehabilitate the 141-year-old 355-foot-long covered bridge. The work was supposed to be completed by July 31, 2016. The new target is the fall of 2018. The project initially stalled when nearly 70% of the wood failed to meet specifications. Much of it was too green to use and many other pieces were badly cracked or bowed. New wood has finally been ordered and, if found to be acceptable, the project will get underway in the fall. (Seymour Tribune, July 11, 2017. Greg McDuffie Photo.)

***Milroy Bridge, Crown Point - 14-45-01***

On July 11, the Lake County Council voted to seek capital improvement bonds for a number of county projects including the restoration of the Milroy Covered Bridge. The bridge was constructed by noted bridge builder Archibald M. Kennedy & Sons in 1878. It was moved to the Lake County Fairgrounds by the Works Progress Administration in 1933 after it was purchased for \$25 by then Crown Point Mayor Col. John Wheeler. County officials are planning to begin a major restoration of the bridge after the close of the annual Lake County Fair in August. Work will include repairs to the stringers and floor beams, the superstructure and deck planking to increase the bridge's weight load capacity.

The roof and siding will be replaced. The bridge will be repainted and minor asphalt and concrete work will be done to the decking. Workers will attempt to reuse as much of the original wood as possible during the restoration. The intent is to be able to open it to light traffic such as Crown Point's Molly the Trolley. The project is expected to take three to four months to complete. (Chicago Tribune, April 25 & July 12, 2017. Photo by Andy Rebman)

Kentucky:

Dover Bridge, Mason County - 17-81-01

Heavy rainfall during the night of July 22-23 caused significant damage throughout Mason County. During the flooding, the steel beams supporting the Dover Covered Bridge were washed away and the bridge appears to be damaged. Mason County officials have asked Arnold Grāton Associates to assess the damages and provide a detailed report of the work necessary to repair what is reportedly Kentucky's oldest covered bridge.



*Maysville Ledger Independent Photo,
July 23, 2017*



Beech Fork Bridge, Washington County - 17-115-01

Work continues on the restoration of the Beech Fork Bridge by Arnold Grāton Associates. With the structure supported by a steel truss, work is progressing on the truss members and abutments. As of mid-July, all bottom chords and braces are complete. They are currently tuning up the lower lateral bracing and working on the upper chord. Work is still on track to be completed near the end of the year. Photo by Paul Garrison.

Maine :

South Berwick

The Great Works Bridge Brigade, a grassroots community effort to build a covered, timber-frame pedestrian and bicycle bridge in South Berwick, has partnered with the Timber Framers Guild (TFG) to build the bridge. The new bridge will replace the existing condemned bridge crossing the Great Works River at Leigh's Mill Pond. According to a statement, when fundraising for the bridge is complete, it will become a TFG Community Building Project. Through these projects, skilled TFG instructors work with volunteers to create a timber framed structure for the sponsoring community. Since the first project in 1989, the Guild has built nearly 80 structures across North America and abroad. Their portfolio includes a covered bridge at Guelph, Ontario, and another over the Kicking Horse River in Golden, British Columbia. (Fosters Daily News, June 14, 2017)

New Brunswick :

Hammond #2 Bridge, French Village - 55-06-05

In October 2016, an excavator being used by a contractor for the Department of Transportation, attempted to cross the bridge and fell through the floor. In the Spring 2017 Newsletter, we reported that New Brunswick's Transportation Minister Bill Fraser announced that, due to the substantial local support, the bridge would be repaired at an estimated cost of about one million dollars.

At a public meeting on July 25th, local residents learned that when the steel was removed from the bottom of the bridge structure, significant wood rot was found and it was determined the structural integrity of the bridge was not safe. The Department offered two alternatives, remove and replace the bridge with a modern bridge or construct a new modern bridge next to it. The second option would require purchasing additional land plus designing the changes to the roadway alignment.

According to attendees at the meeting, the crowd which strongly favored repairing the structure at the previous meeting last November, now prefers the option to remove and replace the bridge. The change of opinion was undoubtedly caused by the lengthy detour they have had to take for nearly a year. (Information from CBCNews, July 25, 2017, Photo by Clarence Ball)



New Brunswick (continued):

Hammond River #3 Bridge, Smithtown - 55-06-24



around the bridge)

The 103-year-old Hammond River #3 Bridge in Smithtown has been closed indefinitely. In mid-June a New Brunswick Department of Transportation and Infrastructure (DTI) spokesman stated that "damage was discovered that necessitated the bridge's immediate closure." In a later report, local residents stated that they witnessed stone-laden DTI dump trucks (potentially weighing up to 26 tons, more than twice the posted limit), crossing the bridge during repairs to a nearby road. DTI officials have confirmed that the trucks did cross the bridge, but did not confirm whether they were responsible for the damage. (CBC News, June 20 & 23, 2017. Photo by Gary Crossman, MLA for the area

Vaughn Creek #1 Bridge, St. Martins - 55-11-05

After a recent inspection identified some defects in the Vaughn Creek Bridge causing a reduction of the weight limit to 18 metric tons (19.8 US tons), additional supports were added to the structure. Bill Fraser, Minister of Transportation and Infrastructure, stated that a second, modular bridge will be installed next to it in case a "worst case scenario" develops. (CBC News, June 27 & July 12, 2017, Bill Caswell Photo)



New Hampshire :

Stoney Morrell Bridge, Conway



placement of the bridge at this site. September, 17, 2015." (Conway Daily Sun, June 15, 2017)

Ten people turned out on June 14th for the unveiling of a plaque on the Stoney Morrell Memorial Covered Bridge at Kennett High School in Conway. Meg and Arnold Graton, who built the bridge and helped move it to the school in 2015, were guests of honor at the event organized by the Gary Millen Foundation. The plaque reads: "This 36-foot town covered bridge was built by Arnold Graton Associates for the 1999 Smithsonian Folklife Festival in Washington D.C. Story Land's owner, Stoney Morrell, purchased the bridge for display at Heritage, N.H. In 2015, Story Land generously donated it to the Gary Millen Foundation, which funded the

New York:

Beaverkill Bridge, Rockland - 32-53-02



After two years of work and \$2.6 million, New York's governor Andrew Cuomo announced the completion of the repairs and improvements to the Beaverkill bridge (WG #32-53-02). The bridge was built in 1865 and is located within Beaverkill Campground in Sullivan County. It was added to the National Register of Historic Places in 2007. The work involved replacing the bridge's wooden decking, siding and roofing and the replacement of some floor beams and supports. Bridge abutments were rebuilt, with original stone reused on one abutment to preserve the bridge's historic look. (Associated Press, June 25, 2017, Photo Courtesy Wayne Marshfield)

New York (continued):

Ashokan Bridge, Ulster County – 32-56-05

Tim Dansereau has been heading up the restoration of the 1885 covered bridge at the Ashokan Center in Olivebridge for Arnold M. Graton Associates since mid-May. The primary work here was to replace the rotted lower chords. The bridge is near an outlet of the Ashokan Reservoir, part of New York City's water supply. Controlled floods of the area will occasionally raise the river level such that the lower portion of the bridge is under water soaking the timbers. This caused rotting of timbers at the bottom of the bridge which were also full of carpenter ants. The lower chords were peppered with additional holes left behind when new holes were drilled to reassemble the structure after it was moved in the 1930's. In addition to the lower chords, 9 of the 16 floor joists, the ones regularly coming into contact with the water, needed to be replaced.

Over the years, the wood roof was overtaken by moss to the point where there was very little solid wood left. It will be replaced. Other than that, there is a small amount of damage caused by porcupine or other forest animals which seem to enjoy chewing on the hemlock truss timbers. The bridge is still in good condition and only used for pedestrian or occasional ATV traffic. It will be raised a few inches to reduce the potential for water damage in the future. The bridge was added to the National Register of Historic Places in 2000. Photos by Bill & Jenn Caswell, July 29, 2017.



The downstream side with its new lower chord.



One of the lattice truss timbers showing damage from porcupine.



The unfinished upstream side.

Blenheim Bridge, Schoharie County

Lancaster County Timber Frames is carving the timbers for the new Blenheim Bridge in its York, Pennsylvania shop and delivering them to the banks of the Schoharie Creek. 3G Construction of New Hampshire will then assemble the bridge on the banks and move it - whole - into position over the creek. Economy Paving Company, Inc. of New York is acting as general contractor as well as handling the road and abutment work. The project, which is completely funded by FEMA, is expected to be complete by July 2018. The total project should be built for \$8 million or less. The construction portion will be about \$6.7 million. Information provided by Lancaster County Timber Frames.

Ohio:

Zeller-Smith Bridge, Pickerington – 35-23-19

Last year we reported that the Zeller-Smith Covered Bridge in Fairfield County's Sycamore Park was closed so repairs could be made to aging timbers. On July 10, we received word from Brad Nadolson of the Righter Company indicating that sufficient repairs have been made to reopen the bridge for pedestrians accessing to the park's arboretum. At some point, the bridge will still need to be closed for additional repair work. (Photo by Jenn Caswell)



*Ohio (continued):**Hills Bridge, Washington County - 35-84-24*

On July 8, the Marietta Times reported that the Hills covered bridge, which had previously been restricted to pedestrians, is now completely closed. The bridge was built in 1878 and was rehabilitated in 2002 by Righter Company out of Columbus for about \$132,340. Last December, the county contracted with Woolpert, Inc. to perform in-depth covered bridge inspections on four bridges, a total cost of \$19,500. The Bell, Shinn and Hune Covered Bridges were chosen due to traffic still crossing these structures. The Hills Covered Bridge was included due to the rot that was discovered and to determine the extent of decay. If extensive repairs are needed, the county will then pursue federal Alternative Transportation Funds. These are funds dedicated to historical bridge repair, such as covered bridges and others.

Mull Road Bridge, Sandusky County - 35-72-01

Pat Toth visited the bridge on July 9 and offered these photos of the structure after its 2015 renovations.

*Mary Ruffner Bridge, Perry County - 35-64-84*

The Fairfield County Historical Parks Commission plans to move the historic Mary Ruffner covered bridge back to Fairfield County from its current location on a Perry County Farm. The commission plans to put the bridge on over Fetters Run near Forest Rose School in the fall. The Mary Ruffner bridge is owned by George Cenky and currently sits on private property over a small lake that can be seen from State Route 13, just southeast of Thornville. The 84-foot bridge was built in 1875 was originally positioned over Little Rushcreek on Gun Barrel Road. Cenky is donating the bridge back to the county. It will be rebuilt behind Forest Rose School as an extension of the Lancaster Sensory Trail over Fetters Run. (Lancaster Eagle-Gazette, June 6, 2017)

*Parker Bridge (35-88-03#2) and Swartz Bridge (35-88-05), Wyandot County*

Righter Company of Columbus, Ohio, has received contracts totaling about \$1.2 million to repair both covered bridges in Wyandot County, Ohio. The Parker Covered Bridge, built in 1873, is a Howe truss design which spans 172 feet over the Sandusky River. Fire destroyed the original Parker Covered Bridge in May 1991. It was rebuilt and dedicated in October 1992. The Swartz Covered Bridge, built in 1879, is a Howe truss design which spans 96 feet over the Sandusky River. A majority of the funds will be provided by the Federal Transportation Alternative Program. The rehabilitation of each bridge will include work on the wood trusses, replacement of damaged pieces, installation of new siding, new roofs and new floors. The Swartz bridge will have a new foundation, too. The Swartz Bridge was added to the National Register of Historic Places in the 1970s. (WNWO-TV)



Swartz Bridge, Scott Wagner Photo

Ohio (continued):***Gregg Mill Bridge - 35-45-06#2***

David Simmons, President of the Ohio Historic Bridge Association, informed us that the east end of the Gregg Mill Covered Bridge has undergone repairs from a fall 2016 incident involving a teenage driver that hit the bridge. Darin Stanson of Early American Builders undertook the repairs to both the bridge and the guardrail system using materials from a local Amish mill that were dimensionally and architecturally correct. New signage was completed by Charlie Hancock who also helped with the bridge repairs. The 124-foot, 1+ span, Multiple Kingpost Truss bridge crosses Wakatomika Creek and was originally built in 1881. Rebuilt in 1993, the bridge now includes a concrete floor and is expected to be added to the National Register of Historic Places later this year.

Oregon:

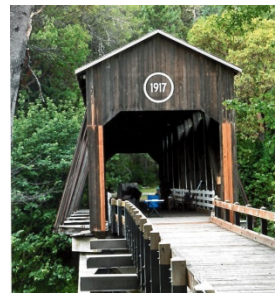
Thanks to Bill Cockrell, President, Covered Bridge Society of Oregon, for providing Oregon updates.

***Stewart Bridge, Lane County - 37-20-28***

Lane County officials have decided to remove the approach span to the Stewart Bridge to help curb vandalism of the structure. The bridge was bypassed by a concrete span in the mid 1980's and closed to traffic. The western approach was removed in 1987. As of June 22, the approach span was still in place and a fence had been constructed across the entrance. Photo by Bill Cockrell

McKee Bridge, Jackson County - 37-15-06

On June 10, 2017, Bill Cockrell attended the Centennial Celebration at the McKee Bridge. The bridge was built in 1917 as part of a road needed to move copper ore down from the Blue Ledge Mine. The land was donated by Adelbert "Deb" McKee and his wife. The bridge was built by Jason Hartman and Sons. The bridge is maintained by the McKee Bridge Historical Society which sponsored the celebration. The event included local musicians, storytellers, classic cars and antique pumps and engines along with food and craft vendors. Photo by Bill Cockrell

***Gilkey Bridge, Linn County - 37-22-04***

Restoration of the Gilkey Covered Bridge in Scio is well underway. Two large cranes lifted the covered bridge's timber truss system from the bridge abutment footings and placed it on Goar Road, south of Thomas Creek. Before the move, crews removed the roof, siding, floor stringers and deck from the truss to lighten the structure so the cranes could lift it. The timber truss will be restored and abutments replaced at the same time. The bridge is expected to be reset on the new abutments in September.

In May, Delta Construction of Eugene was awarded the project contract with a bid of \$1,639,252. The project will include installing new pressure-treated timber bottom truss chords; making epoxy repairs to damaged existing top timber chords; adding steel side plates on existing top timber chords to increase strength; installing a new timber roof truss, structural members and cedar shingle roofing; installing a new timber deck and historic timber guard rail; new timber siding; new paint; and new bridge approach spans. This is the fourth covered bridge the county has renovated in the last five years. The project is funded by the Oregon Department of Transportation's local bridge program. The bridge has a current load capacity of 6 tons, but once renovations are made, that will increase to 40. Albany Democrat-Herald, July 26, 2017.

Pennsylvania:

Neff's Mill Bridge, Lancaster County - 38-36-22



On May 10, Lancaster County Commissioners voted to support repairs to the 1875 Neff's Mill Bridge. The 90' bridge over Pequea Creek carries approximately 1,200 vehicles per day. Of the county's 22 publicly owned covered bridges, this one is in the most serious condition. The proposed \$148,200 contract with Rettew Associates will cover their engineering services and preparation of bid documents. The actual construction will likely cost about \$1 million and would be scheduled for summer 2018. (Lancaster County Commissioner's Meeting Minutes, May 10, 2017. Bill Caswell Photo)

Dreibelbis Bridge, Berks County - 38-06-07

Pennsylvania DOT is working on plans to repair the Dreibelbis Covered Bridge in Berks County. At present, the plans include replacement of the concrete-encased stone abutments with new concrete abutments and replacement of the historic timber floor support system with steel beams. NSPCB sent a letter to the DOT which was presented at a November 10th meeting to review the historic impacts of the project. On April 11 we were notified that they still consider that replacing the floor system with steel beams will "have no adverse effect" to the historic integrity of the structure. The \$1.1 million project was scheduled to begin in spring 2018 and take about six months to complete. A report in the Reading Eagle of July 6, 2017 indicated that the project will be delayed but did not offer a new target date. (Photo by Jenn Caswell)



Packsaddle (38-56-02) and Burkholder (38-56-01) Bridges, Somerset County



Packsaddle Bridge

On July 11, the Somerset County Board of Commissioners the Somerset County Planning Commission voted to apply for state funding to repair two historic covered bridges. Brad Zearfoss, planning commission director, told the commissioners that the Packsaddle Bridge in Fairhope Township and the Burkholder Bridge in Brothersvalley Township are somewhat dilapidated. Both bridges are experiencing some rot of the wood in the trusses. Additionally, the Packsaddle Covered Bridge looks like it was hit by a vehicle at some point. Zearfoss said he intended to apply for a \$270,000 grant from the state Department of Community and Economic Development's Multimodal Transportation Fund, which awards grants "for the development, rehabilitation and enhancement of transportation assets to existing communities," according to its website.



Burkholder Bridge

Steve Wolfhope Photos, June 2017

If that grant is awarded, the county will be required to match it with \$130,000 from Act 89 funds to meet the total project cost, estimated to be around \$400,000. Act 89, signed into law in 2013 by then-Governor Tom Corbett, revised Pennsylvania's gas-tax system and increased various fees in order to establish a multimodal fund that is used to pay for transportation infrastructure projects. (The Tribune-Democrat, July 12, 2017)

Pennsylvania (continued):

Loux Bridge, Bucks County - 38-09-11

The 1874 Loux covered bridge has been closed due to structural damage caused by a crash involving an oversized truck on the afternoon of July 31, 2017. Police stated that the truck driver disregarded a clearly posted height limit sign, crashing into the historic structure that carries nearly 500 cars a day. The bridge will be closed until PennDOT engineers can evaluate and repair the bridge. Reconstructed in 1996, the one-span bridge is 19 feet wide and has a posted height limit of 11 feet and a weight limit of 15 tons. (Doylestown Patch, August 2, 2017, Bill Caswell Photo)



Speakman #1 Bridge, Chester County - 38-15-05

Speakman No.1, a ninety- three foot Burr truss covered bridge, was built over the Buck Run Creek in 1881.

It had been closed for three years due to deterioration when Lancaster County Timber Frames, Inc. contracted with Eastern Highway Specialists of Delaware to dismantle the bridge, ship the timbers to LCTF’s shop in York, Pennsylvania for rehabilitation and re-erection. Work commenced in January 2016 and was completed in October of the same year. Fifty-five percent of the original timbers were reused. Information and photos provided by Lancaster County Timber Frames, Inc.



Sheeder-Hall Bridge, Chester County - 38-15-12

The Sheeder-Hall covered bridge, located in Chester County, Pennsylvania, is a Burr truss configuration 100 feet in length. Built in 1850, it is the oldest surviving covered bridge in the county. It spans French Creek, one of the top fishing streams in the state.

The bridge was structurally compromised by a high speed car crash in November 2016. Lancaster County Timber Frames, Inc. again contracted with Eastern Highway Specialists and repairs began in situ in March 2017. LCTF spent three months there replacing fractured and damaged posts, arcs and chords. During this work a number of rotted members were discovered and replaced. Information provided by Lancaster County Timber Frames, Inc.



Photo of Truss Damage Courtesy of Lancaster County Timber Frames, Inc.



Photo of Repaired Truss by Steve Wolfhope, July 30, 2017



Steve Wolfhope Photo, July 30, 2017

Québec:

We are grateful to Pascal Conner whose *Blogue sur les ponts couverts* <http://pontscouverts.com/blogue/> provides most of the Québec news each quarter. Most of this quarter's news is a result of Simon Pratte's visit to the Abitibi region of the province. Unless specified otherwise, all Québec photos were taken by Simon in June 2017.

Pont des Souvenirs, Beaucanton - 61-02-33

Simon Pratte recently visited pont des Souvenirs. His photos show the degrading condition of the bridge since it was closed to traffic in the summer of 2010. The 154' long two span bridge was built in 1954.



Pont du Canton Laas, Abitibi Région - 61-01-30

Possibly the most remote covered bridge, the pont du Canton Laas was never actually put into service. The bridge was built in 1958 and thought to have been the last one built by the province of Québec. It was constructed for a development that never occurred. The bridge has been slowly fading away ever since. Over the years, numerous covered bridge enthusiasts have trekked to the bridge's location documenting its demise. In June 2017, Simon Pratte was the latest "brider" to visit the site. On the left is one of his photos showing the remains of the structure. The photo on the right was taken by Pierre Duff in 1976.



Pont des Chutes, Rochebaucourt - 61-01-25



This photo taken in June 2017 shows the degrading condition of pont des Chutes. Although the panels over the portal state the name as "pont de la Chute", the official name is "pont des Chutes". The bridge was closed to traffic on June 4, 2010. An interpretive panel giving the history of the bridge was installed in 2012. Since then nature has begun the process of reclaiming the abandoned road. Flood waters are slowly eating away at the embankment on one side. This bridge is no stranger to flood damage. In 1961 an abutment collapsed, taking with it half of the bridge. A crane was used to place the bridge on a new abutment. The bridge broke in two in 1964 when an abutment was washed away by spring flooding. The structure was restored and the wooden center pier was replaced by a metal one. In 1986, the Transport minister proposed to demolish the bridge and replace it. The municipality did not agree and although it no longer carries traffic, the bridge is still in place.

Pont de l'Anse-Saint-Jean, Amqui - 61-43-05

In early June, an oversized vehicle damaged the pont de l'Anse-Saint-Jean in Amqui. Fortunately, a woman who was following the truck and someone living near the bridge both witnessed the incident and reported it to local police. The truck driver's company will have to pay for the repairs. (Bill Caswell Photo)



Québec (continued):

Pont Blanc, Abitibi Region - 61-02-P1

Thanks again to Simon Pratte for the update on the remote pont Blanc. Since the bridge is no longer accessible by road, Simon used his canoe to reach it from the water. As we can see from the photos, the bridge is partially burned and completely collapsed.



Deck Truss in the Abitibi Region

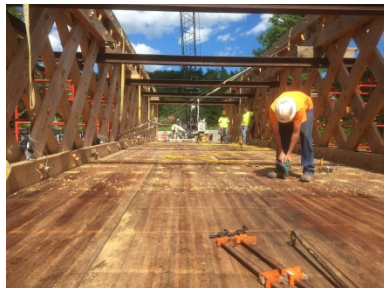
The Fall 2016 issue of Covered Bridge Topics included an announcement and photos of a newly discovered deck truss bridge in the Abitibi region of Québec. During Simon Pratte's recent visit to the area, he put a boat in the water to obtain these wonderful side shots of the bridge.



Vermont:

Longley Bridge, Montgomery - 45-06-08#2

Work on the new Longley covered bridge in Montgomery is moving right along. The trusses were up in early June. When Jim Ligon shared these photos on July 5, most of the roof structure and upper bracing were in place. On the lower end, the glulam decking has been installed. Although some of the timbers from the old bridge could be reused, most of the structure will be new wood. Thanks to Jim for providing these photos.



Sayres Bridge, Thetford - 45-09-06

The Sayres Covered Bridge sustained damage from an overheight vehicle, police said. The vehicle broke and dislodged boards on the bridge, but does not appear to have caused structural damage, according to Thetford Police Chief Michael Evans. The damage was more severe on the south end of the bridge. Although someone picked up the broken boards and stacked them on a guardrail, no one has come forward to claim responsibility for the damage, Evans said. (Valley News, June 15, 2017, Bill Caswell Photo)



Lincoln Gap Bridge, Woodstock - 45-14-13

In late May 2017, Jan Lewandoski installed natural knee braces in the Lincoln Gap Bridge in Warren. The bridge, built in 1880, is a queenpost truss with a bottom chord length of 59 ft. and a clear span of about 50 ft. The four knees installed in 2017 replaced 4"x4" diagonal braces which had sustained damage from oversized vehicles. Although the natural knees are a departure from the original construction, they are within the tradition of covered bridge bracing with a few instances we are acquainted with in Vermont, New Hampshire and Québec. Jan noted that the Fisher Bridge, the large 1908 double lattice truss railroad bridge in Wolcott, Vermont, has very large original natural knees at its portals. The Grättons installed a full bridge of knees at the nearby Big Eddy Bridge in Waitsfield, Vermont in response to traffic damage and a low opening height. Jan has replaced four of them which were damaged by vehicles. Jan obtains the material for his knees from his neighbor's timberland. They are mostly white spruce, some red spruce, and some tamarack.



Although the knee braces may not have been original to the design of the bridge, they stay much further out of the roadway. Therefore, replacing straight 45 degree angle braces with natural knees helps reduce the potential for damage from oversize vehicles.

Wisconsin:

Springwater Bridge, Saxeville - 49-70-01

On June 3, two days after the Springwater Covered Bridge celebrated its 20th anniversary, a large vehicle drove through the bridge scraping the collar-joists as they passed through on June 3. The bridge sustained damage to the collar-joists with the costs for repair yet to be determined, according to Town of Springwater Supervisor Garth Towne. Every rafter all the way through was beat-up or chipped.

On July 12, the Argus reported that Peter A. Dehn, 52, of Green Bay, WI, received citations for leaving the scene of an accident and failure to report an accident. The Town of Springwater hopes to begin making repairs soon. They are awaiting delivery of new timbers from Oregon. In the meantime, Towne emphasizes the bridge itself is architecturally sound. (Waushara Argus, June 7 & July 12, 2017, Photo by Brian J. McKee)



Amendments to the Bylaws

It was brought to our attention that our by-laws do not include any provision for the Society's collections and assets if were ever to cease to exist. The text below was prepared by attendees at the May Executive Board Meeting and reviewed by our legal counsel. It was approved by the Board and was presented for discussion at the June 25th meeting. It was unanimously approved at the regular meeting in Townshend, Vermont on July 23, 2017.

ARTICLE XIV – PROVISION FOR DISSOLUTION

Dissolution of the National Society for the Preservation of Covered Bridges, Inc., shall be in compliance with applicable Massachusetts law and the Internal Revenue Code and regulations as then in effect. Assets shall be distributed for one or more exempt purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code, or corresponding section of any future federal tax law. Society funds on hand, or deposited in a bank, or invested, shall be used to pay all outstanding obligations. Any remaining funds along with the Society's archival collection shall be distributed for exempt purposes to one or more 501(c)(3) covered bridge societies having a mission statement compatible with that of the National Society, or to one or more 501(c)(3) historical societies, libraries or museums willing to maintain the collection and make it accessible to the public. If no suitable organizations can be found, the assets of the Society shall be distributed to one or more public agencies for the express purpose of maintaining their historical covered wood-truss bridges, or shall be distributed as determined by the National Society to best serve the purposes of the National Society in compliance with applicable law.

ARTICLE XIV —AMENDMENTS to be renumbered to **ARTICLE XV**

ARTICLE XV — PARLIAMENTARY AUTHORITY to be renumbered to **ARTICLE XVI**

Mark Your Calendars and Save the Date!

September 30th & October 1st, 2017

Fall Foliage Tour: Covered Bridges, Museums and Mansions – Oh My!
Eastern New York and Bennington, Vermont

\$252 Double occupancy/\$304 Single occupancy
\$234 Triple occupancy/\$225 Quadruple occupancy



Overnight trip will include a visit to four historic covered bridges; three museums (Bennington Center for the Arts, the Saratoga Auto Museum and the NY State Military Museum) and two mansions (Hyde Hall and the Park McCullough House). Plus, a surprise event on Saturday evening (weather permitting). Guests will also enjoy a visit to Eagle Mills where you will see the Eagle Mills Covered Bridge and a 100 year old water wheel. Saturday lunch at Eagle Mills is on your own; Saturday dinner includes a \$20 meal voucher. Breakfast (at motel) and lunch (Jensen's Family Diner) on Sunday included. PLEASE NOTE: There is walking involved in this tour.

Overnight accommodations will be at the Comfort Inn in Cohoes, NY.

They have an excellent rating with many amenities. For more information, visit their website at: www.choicehotels.com/new-york/cohoes/comfort-inn-hotels.

This promises to be a really fun and educational tour and is bound to sell out quickly so be sure to reserve your seats now! Seats will be reserved on a first-come, first-serve basis. **DEADLINE FOR PAYMENT is September 14, 2017.** To register, visit: www.goodtimebustours.com or call Diane at Good Time Bus Tours at 315-729-8323. For more information, contact Trish Kane at 607-674-9656.

NSPCB Promotional Items

Show your support for the Society with these items.
All income from sales goes towards preservation projects such as donations of fire retardant.



Water Bottle



Baseball Cap Design

All items are navy blue with the design in white.
Prices include shipping charges.

Short Sleeve Tee Shirts.....	\$15.00
Long Sleeve Tee Shirts	\$22.00
Short Sleeve Polo Shirts.....	\$30.00
Crew Neck Sweatshirts.....	\$30.00
Hooded Sweatshirts	\$40.00
Full Zip Hooded Sweatshirts.....	\$50.00
Baseball Cap.....	\$18.00
Water Bottle (25 oz.)	\$15.00

T-shirts and crew-neck sweatshirts include the front and back designs.

Hooded sweatshirts only have the small logo on the front.

Polo shirts have the small logo embroidered on the front.

Baseball caps have a similar design embroidered on the front.

Shirts and sweatshirts are available in medium, large, XL, 2XL and 3XL.

All items are navy blue with the design in white.

Note: Items can only be shipped to US addresses.

Send a check or money order made out to **NSPCB** to:
Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244,
Credit card orders can be processed on our website by using PayPal -
<http://coveredbridgesociety.org/promotions.htm>
Have questions? E-mail Bill at wscaswell@yahoo.com