

# The Newsletter

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

Summer 2023

## Longwood Bridge Repairs



IN/14-21-01, Longwood Bridge, Connersville, Fayette County, Indiana

Photo by Will Truax. More photos and details on page 17.

### In this issue

Membership.....	2	West Montrose Update.....	8-9
NSPCB Meeting Calendar .....	2	Covered Bridge Meetings & Events ....	10-11
Meeting Summaries.....	3	World Guide Updates .....	11
In Memoriam.....	4-5	Covered Bridge Coins .....	12, 32
President's Message .....	5	News of Members.....	14-15
Low Clearance Bridges.....	6-7	Covered Bridge News.....	15-31

The **NSPCB Newsletter** is published quarterly to keep the membership informed of current bridge news and upcoming events.

### NSPCB Contacts

#### Newsletter Editor

Bill Caswell  
535 2nd NH Tpke  
Hillsboro, NH 03244-4601  
WSCaswell@yahoo.com

#### Corresponding Secretary

Robert Watts  
126 Merrimac St. Unit 21  
Newburyport, MA 01950  
508-878-7854  
bob1.watts@me.com

#### Membership Dues and Address Changes

Jenn Caswell  
Membership Chair  
535 2nd NH Tpke  
Hillsboro, NH 03244-4601  
nspcb@yahoo.com

#### Topics Back Issues

Contact Bill Caswell at the address above

#### Treasurer

Gloria Smedley  
1143 Sage Drive  
York, PA 17408

#### Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **September**, therefore, anyone wishing to submit articles should send them by **August 15, 2023**. Articles and photos can be emailed to [nspcb@yahoo.com](mailto:nspcb@yahoo.com) or mailed to Bill Caswell at the address above.

We appreciate any information sent in even if we cannot ultimately use it in the *Newsletter*.

#### NSPCB Website

[www.coveredbridgesociety.org](http://www.coveredbridgesociety.org)

## Welcome New Members

Pier Bos, West Hartford, Connecticut  
Patrick Chase, Sulphur Springs, Texas  
Michele Gaudio, Plainwell, Michigan  
Carolyn Grass, West Lebanon, New Hampshire  
Ron Kemler, Newtown, Pennsylvania  
James Kempton, Ellicott City, Maryland  
Max Kohmetscher, West Point, New York  
Lee Marks, Oak Park, Illinois  
Betty Morrill, Rumney, New Hampshire  
David Owen, Wolfeboro, New Hampshire  
Bernie Prochnik, Bath, New Hampshire  
David Stikeman, Salem, New Hampshire  
James Van Dongen, Concord, New Hampshire  
Paul & Heather Watkins, Morton, Pennsylvania  
Marcie Zaharee, Lisbon, New Hampshire  
Robert Zeigler, Chesapeake, Virginia

## 2023 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. If you plan to attend a meeting, please check the NSPCB website ([www.coveredbridgesociety.org](http://www.coveredbridgesociety.org)) or contact Bill Caswell at [nspcb@yahoo.com](mailto:nspcb@yahoo.com) a couple days before the event to inquire if it has been necessary to make any last minute adjustments to the published schedule.

**Sunday, June 25** – Contoocook Covered Bridge, Contoocook, New Hampshire. Bring your own chairs.

**Sunday, July 23** – Scott Bridge, Townshend, Vermont. Bring your own chairs.

**Saturday, August 5** – 11:00 am, Sheepscot Valley Steam Train Ride to Trout Brook bridge for photography. WW&F Railway, 97 Cross Road, Alna, Maine. Tickets are \$18/person.

**Sunday, August 27** – Annual picnic at Beaver Meadow Village at the end of Waumbec St., Concord, NH. The cookout is at noon and the meeting at 1 pm.

**September 23 – 25** – Joint Safari to bridges in northern Vermont with the Theodore Burr Covered Bridge Society of Pennsylvania. For details, see <https://www.coveredbridgesociety.org/safari23.html>

**October 7 & 8** – Warner Fall Foliage Festival, Warner, New Hampshire. The NSPCB booth will be set up at MainStreet BookEnds, 16 E Main St.

**October 28** – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, MA. Meal at noon, meeting starting at 1:00 PM.



### March Meeting

The March meeting was a combined in-person and Zoom gathering hosted at the Masonic Lodge in Boscawen, New Hampshire. Being the first meeting since October, most of the time was getting caught up on events of the previous 5 months. The group voted to offer fire retardant for the Poole Forge Bridge (PA/38-36-01) in Lancaster County, Pennsylvania. The group also pledged a donation towards repairs to the Ceylon Bridge (IN/14-01-02) in Adams County, Indiana.



### April Meeting

The April meeting was held at the Custom House Maritime Museum in Newburyport, Massachusetts. The meeting coincided with an exhibit of “Legendary Newburyporters,” a group of maquettes (small sculptor’s models) by Jeffrey Briggs representing notable people in the town’s history. The NSPCB was involved in development of the sculpture of Timothy Palmer who built America’s first documented covered bridge in Philadelphia. Attendees had the opportunity to visit the exhibit before and after the meeting and speak with the artist. Vice president Bob Watts offered a presentation chronicling the history of the bridges connecting Newburyport and Amesbury over Deer Island. A short business meeting followed.



### Ride the Rails to the Trout Brook Bridge

The Wiscasset, Waterville and Farmington Railway Museum in Alna, Maine is offering a *Covered Bridge Special* on their 11:00am Sheepscot Valley Steam Train on Saturday, August 5<sup>th</sup>. The train will make an extended stop at the Trout Brook Bridge (ME/19-08-P06) so riders will have an opportunity to disembark and take photos of the train and bridge together. Tickets are \$18/person for ages 13 and up, \$9 for ages 4-12. They can be purchased on the WW&F website - <https://wwfry.org/all-activities/>. The train will depart Sheepscot station (97 Cross Road, Alna) promptly at 11:00 for the seven mile roundtrip ride.



The bridge, formerly in Gorham, New Hampshire, was given to the NSPCB by the State of New Hampshire after it was badly damaged by an arsonist. The NSPCB obtained a grant from the National Park Service to reconstruct it. Unable to locate a suitable site in Gorham, it was donated to the railway museum, constructed near their Sheepscot station by Barns & Bridges of New England and moved to its permanent location by museum volunteers. Photo courtesy WW&F Railway Museum.

## In Memoriam

### Joe Cohen



We are sad to report the passing of life member Joe Cohen on April 16, 2023. Joseph Steven Cohen was born July 20, 1939. His online obituary stated that “Joseph was an MIT graduate and MENSA affiliate. He devoted much of his career as a chemical engineer and food technologist to the U.S. Army. Joseph was an avid collector of science fiction novels, movies, model trains, and character mugs. He loved to paint and watch movies and participate in his synagogue. He was an active community leader and volunteer in many organizations including the Jaycees, the local conservation commission, the National Society for Preservation of Covered Bridges, and his synagogue. Joseph enjoyed staying connected to his community and family and will be missed by all whose lives he touched.”

Joe was a regular attendee at meetings for many years. He was editor of *Topics* for nearly 20 years from July 1973 to Summer 1992 where this caricature headed his “Editor’s Desk” column. Joe served the Society as a Director from 1991 until 2008 and, with his wife Marianne, hosted many of the Board meetings during those years. Those who attended would comment on the wonderful meals Marianne provided. She passed away in 2007 after 46 years of marriage. Joe is survived by his sister Edith Sandberg and his three children: Judy Cohen-Davis, Melissa Glaser, and Barry Cohen and seven grandchildren.



### Don Zeigler

Donald Jay Zeigler, 71, of Virginia Beach, Virginia, passed away on March 4th, 2023. Don had been a NSPCB member for nearly 40 years, joining in 1984. He is survived by his wife of 49 years Deborah, his son, Robert, his daughter Megan, and several grandchildren. Don spent his entire professional career as a professor at Old Dominion University in Norfolk, Virginia. After his passing, the University posted a tribute to him which is paraphrased here. The full article is at:

<https://www.odu.edu/article/donald-zeigler-an-icon-among-human-cultural-geographers-dies-at-71>.

Don had been interested in geography since childhood. In high school, he joined the American Association of Geographers, the major professional organization for geographers. He went to college and earned his Ph.D. in Geography from Michigan State University in 1980. From then until his retirement in 2016, he was a professor in the Department of Political Science and Geography at Old Dominion. He served as department chair from 1990 to 1994. He was a founding member of the Virginia Geographic Alliance, an organization for K-12 teachers. He served as president of the National Council for Geographic Education (NCGE) and Gamma Theta Upsilon, the international geography student honor society. In the late 1990s he helped create the Advanced Placement Human Geography program, which is offered in more than 3,500 high schools. He organized countless workshops, institutes and travel seminars for high school teachers.



Don traveled extensively to learn from cultures around the world and share that knowledge with others. Even after he was diagnosed with cancer and was advised not to travel internationally, he set a new goal of visiting every U.S. state capital.



## Charlie Elflein

It has come to our attention that Charlie Elflein of New York passed away on September 12, 2022 after a cardiac episode. Charlie joined the NSPCB as a teenager in 1969. He met Joseph Conwill about five years later and the two became life-long friends. After Joseph Conwill's passing in 2017, Charlie recounted a tale about a trip the two took to the Abitibi region of Québec in July of 1976. He noted that "this trip was a life-changing experience." While Charlie had visited quite a few covered bridges in New England and New York State, he still knew very little about them. The two travelled on many unpaved provincial highways which were very dusty in the hot summer weather. Being mid-summer in the far north, it was light until after 10:00 pm allowing them to photograph bridges late into the evening. They often stopped alongside the road to camp. Although there was very little traffic to disrupt the night's sleep, they were usually accompanied by countless blackflies. The two had a very successful adventure including the discovery of two covered bridges which were not previously listed in the *World Guide*. Charlie credited Joseph with bolstering his interest in historic bridges as he set out to visit every historic covered bridge in the United States and Canada.

## President's Message

I hope that this message finds you healthy and well. As I write this on cool day in mid-May, I know that by the time it gets to you, Summer will be upon us.

This quarter we had the pleasure of bringing our 9-month-old grandson, Liam, to visit his first covered bridge. In late April we took a family road trip to Kentucky so our daughter Jackie and her fiancé Kyle could introduce Liam to that branch of the family. I planned the route to pass through the Cannon Bridge (NY/32-61-07#2) in western New York since I had not seen it yet. It is too soon to tell if Liam will develop an interest in covered bridges, but when he gets older, we can tell him that the first bridge he visited is the same age as him. It was opened to traffic about a month before he was born.

In mid-April, Jenn and I spent a weekend in Vermont checking out the potential tour routes for our September safari. Jim and Gloria Smedley had already done much of the groundwork to establish the routes and locate potential rest stop locations. We wanted to get familiar with the routes ourselves, confirm parking options and check out their recommendations for meals and rest stops. All four of us plan to visit the area together in early June to finalize some of the outstanding details. At last count there were 85 people signed up for this three-day trip. Due to the size, the Saturday and Sunday portions will likely be separated into two different groups taking different routes so we don't have all 85 people at the same bridge or restaurant at the same time. It will be quite an adventure.

As I mentioned last quarter, we are transitioning to a new mailing process which could save the Society \$275/year in postage fees. Unfortunately, by using the postal service's automated labeling service, we will no longer have the ability to customize the address labels to include your membership expiration date. In short, if you have a renewal notice included within a *Newsletter*, (not to be confused with the gift membership forms sent near the end of the year) your membership is due to expire on June 30<sup>th</sup>. If you do not see a renewal reminder, you are all set for this year. There are occasions where we receive more than one payment from an individual during a year so some of you are already paid ahead a year or two. We will continue looking for a new way to provide you with better information about your membership.

Please continue to keep us informed of covered bridge news so we can share it with the rest of our members. We look forward to seeing you at our meetings and events in 2023.

*Bill Caswell*



*Kyle, Jackie & Liam at the Cannon Bridge, Wyoming County, New York*

## Success!

Drivers striking bridges often blame it on the routing tool they are using. Although attempts have been made in the past to contact Garmin, Google and others about the problem, there hasn't been much positive news to report...until now. Darcie McCann, Executive Director of the Northeast Kingdom Chamber of Commerce proved that persistence pays. She focused on the covered bridge in her area most often struck by oversize vehicles – the Miller's Run Bridge (VT/45-03-06#2) in Lyndonville, Vermont.

She contacted Penske, the truck rental company whose vehicles have been involved in some of the crashes, and organized dozens of people to contact Google and Apple Maps to report how trucks continually hit the bridge and how their routes take them right through it. Bill Caswell contacted her for more information about her methods. Darcie credited her success to persistence and stubbornness.

Regarding her contact with the local Penske office, "They were remarkably responsive to our concerns and are giving out fliers and alerting truck rental folks of the problem."

The mapping services require a bit more effort. On Google Maps, anyone can report an issue with the map. The report then goes to a group to be reviewed. To submit a report, select **Edit the Map** from the menu. Then **Add or Fix a Road**. After selecting the **Fix a road** option, you will be prompted to select the roadway segment from the map and identify what needs to be fixed. One of the options is **Other** where you can add a note describing the low clearance situation and resulting damage.

Don't be discouraged if the problem isn't resolved immediately. Darcie noted that she would submit similar reports monthly and encouraged friends and social media followers to do the same until they stopped routing people through the bridge. Within a month, Google had started diverting people away from the bridge. Apple Maps has not been so responsive. "I am on my fourth or fifth time reporting our bridge problem." Hopefully, Darcie's Facebook followers can help with Apple too.

## Limited Clearance Study

Member Jim Crouse informed us of a study commissioned by the Indiana Department of Transportation titled *Limited Vertical Clearance Bridge Warning System Study*. The report discussed a variety of measures used to alert drivers to limited clearance situations ahead and listed pros and cons of each option. However, the study did not evaluate which methods were more effective.

Some of the options discussed included:

**Static Signage.** Bridges with vertical clearances less than 14ft 6in are required to have the clearance posted at or near the bridge. "Strong anecdotal evidence from multiple independent sources note that static signage is not sufficient on its own to prevent bridge strikes in limited clearance locations."

**Freestanding Portal Frame Vertical Clearance Bar ("headache bar").** "The use of this type of Passive Warning Measure is not recommended. The owner of the protected asset assumes additional liability by installing a potential hazard in the vehicle path." It could also be considered "aesthetically unobtrusive" to the historic structure that it is protecting.

**Flexible Vertical Clearance Bar.** "The lightweight, high visibility flexible bar should prominently display the maximum vertical clearance, and may be supported by chains, cables, or other non-rigid break-away means to minimize damage to errant overheight vehicles." The report preferred this over the solid beam structure but noted that drivers may ignore striking the vertical clearance bar.

**Dual Beam Overheight Vehicle Detection.** A flashing light or other method of alerting the driver which is activated when an overheight vehicle is detected. This system requires a power supply and maintenance to ensure that sensors are clean and operating properly. They noted that drivers may ignore this warning as well. It was also noted that the lights flashing during the night may not be welcomed in residential neighborhoods.

**Detection Activated Monitoring System.** This could be a camera or video feed which is activated when an overheight vehicle is detected. This system requires a power supply and maintenance to ensure that sensors are clean and operating properly. It also needs someone to monitor the images being produced. There may be recurring costs for providing cell service to transmit the images and/or video to a 911 call center or local police department. In Indiana, those images cannot be used as evidence in case of litigation.

Reading this study raised numerous questions.

- What methods have been employed throughout the country to alert drivers to the limited clearance of through truss bridges (wooden and metal), railroad underpasses and other similar situations?
  - How effective have they been?
  - What methods have been the most effective?
- The report suggested that GIS systems should include information about low clearance of roadway segments. Is this already being done?
- How can we work with routing services such as Google Maps, Waze, Garmin, etc. to alert drivers to limited clearance routes before they even get onto the road?
- Many of the incidents are caused by non-commercial drivers who are likely not aware of the height of their vehicle and not paying attention to the signage as they approach the structure. How can we work with truck rental agencies such as U-Haul, Penske, Ryder, etc. to better inform renters and stress the importance of being aware of their height?
- The report discussed the use of cameras triggered by over height vehicles for monitoring structures. However, it stated that, in Indiana, video surveillance of bridge strikes cannot be used as evidence for prosecution of the driver. Is this typical throughout the country?
- How do motor vehicle laws in the various states handle violations of posted height/weight restrictions on bridges? Are the penalties sufficient to deter drivers of oversize vehicles?

After discussing this study with some of the engineers at New Hampshire DOT and the Federal Highway Administration, we learned that there is presently a study underway through the Transportation Research Board's National Cooperative Highway Research Program (NCHRP). The goal of the study is to produce a "Guide for Preventing and Mitigating the Risk of Bridge and Tunnel Strikes by Motor Vehicles" that the state DOTs can use to reduce the number and severity of bridge strikes. The study is scheduled to be completed in the spring of 2024.

According to the study's website, the guide is intended to include:

1. a framework for collecting bridge strike data and for ensuring communication of these data among the state agencies responsible for conducting bridge inspections and those responsible for issuing oversize load permits, to support the development of countermeasures;
2. practices for using the data to develop operational changes;
3. methods for evaluating bridge strike countermeasures; and
4. a review of countermeasures that have proven effective in reducing the number of bridge strikes by overheight vehicles in the states and in other countries."

## 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.



## West Montrose Bridge Update

The West Montrose or Kissing Bridge (ON/59-50-01) is the last remaining historic covered bridge in the Canadian province of Ontario. The two-span Howe truss structure was built over the Grand River in 1881. At one point, a World War II vintage steel Bailey bridge was inserted into the wooden bridge for additional support. Due to the age of the steel structure and the wooden structure it is helping to support, the entire bridge is due for major repairs.

The Region of Waterloo has been very responsive to public input regarding the upcoming restoration of the West Montrose Bridge which is now leaning towards removal of the steel structure in an attempt to restore the 1881 appearance of the covered bridge. Public meetings have been held, surveys prepared and a website – <https://www.engagewr.ca/west-montrose> – created to store all the information related to the project including input from various groups. Bill Caswell and Arnold Grāton have been representing the NSPCB in discussions along the way and providing input on design alternatives offered by the Region.

A day-long in-person workshop for various stakeholders was held on March 21<sup>st</sup> to discuss the alternatives presented so far, answer questions and gather input from the groups represented. Although Bill and Arnold were not able to attend due to illness and prior commitments, other members were able to participate. Tony Dowling and Kitson Morden, Co-Chairs of the West Montrose Residents' Association, Inc., also referred to as the "BridgeKeepers" attended and provided the following report. Tony attended the March NSPCB meeting and provided an update to the audience as well. Here is the BridgeKeepers summary of the March 21<sup>st</sup> workshop.



We attended the Region's 9-hour workshop on the bridge rehabilitation on March 22<sup>nd</sup>. If you are interested in the presentations by the various consultant engineers please contact us.

During the day we advocated at all opportunities for the communities' priorities as identified by the recent survey. This included removal of the white wainscoting, keeping the red paint, the importance of fire suppression, and reduced speed limits on line 86 during the restoration. On the other survey issues, we convened the differing opinions. The Region seems set on the height restrictors and talked about a potential community design contest or at least community input.

Our observations and concerns:

- There was a great deal of background and theory presented, but very little "meat" regarding the status of the timber and the best path forward in rehabilitating the bridge.
- No results of the timber inspection or analysis done to date has been made public. The inspection consists of a visual inspection, spot measurements of moisture at the surface of the timber and a device that pushes a small needle through the wood to measure resistance. No comprehensive scan of entire beams / timbers will be done as we advocated for. This will likely lead to over-use of reinforcement as the status of the wood for structural support will be unknown.
- There does not appear to be any significant expertise in timber analysis and/or restoration – particularly related to historic timber bridges – on the Region's consulting team.
- There were many instances of talk of how to add steel – plates, girders, cables and other reinforcements and not many positives of high-strength fiber. The expertise of the engineering firms applying fiber on old wood projects was not discussed and is unclear.
- The Region's team is stuck on a misinformed interpretation of Dr. Dan Tingley's slide show to the Region and then to the community at the church. One slide showed the bridge at Milkish Inlet in New Brunswick being reinforced by 12"-high timber braces under the bottom chords of the bridge. The bridge was raised by a like amount. Milkish and West Montrose are totally different scenarios. Tingley himself has said on numerous occasions that the required load capacity at West Montrose can be achieved with as little as a 2-3" reinforcement. The Region has not absorbed that expert



input. The Milkish bridge continues to be held up by the Region as a parallel to the West Montrose bridge but the pre-design assessment, and the design decisions made based on the assessment are not being followed by the Region's engineering firms.

- On a positive note, there was a goal setting exercise and "Protect Heritage" was identified as the keystone goal of the project. The Region also has 2 heritage consultants on the team. One produced the heritage impact assessment and the other works with BTE. Both heritage consultants added much input and advocated for many of the same goals as the community (per the survey). They spoke about the evolved nature of the bridge and that restoring certain features to an older period but keeping the red paint would not be counter to the spirit a heritage-centric restoration. Hopefully their opinions will be incorporated into the final design.
- The workshop or "input" portion of the event consisted primarily of the group brainstorming ideas on ways to improve the final outcome. Over 80 ideas were put forward. We then went through a rushed review of each, with a simple "yay" or "nay" call on each. Little or no grading or prioritizing was applied to the ideas, and no direction going forward was suggested.
- Hans Pottkamper and Tony delegated to the Region in 2012, advocating for repairs to, and rehabilitation of, the bridge. In 2017, inspection of the bridge began. Completion of the rehabilitation was supposed to have been completed by this year or early next year. Completion is now expected in Spring / Summer of 2025, potentially sliding into 2026. In the meantime, timbers continue to deteriorate, steel components continue to corrode, the sags in the spans increase, and the bridge continues to deteriorate.

There has been little to no maintenance or upkeep of the bridge in over two years.

Sorry we can't provide a more positive or optimistic update. We will continue to advocate and seek input from the National Society for the Preservation of Covered Bridges and other experts to encourage and influence a positive final outcome.

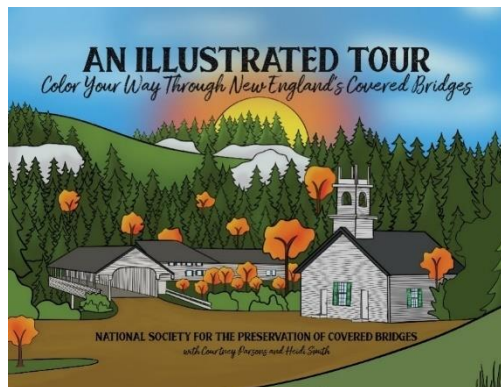
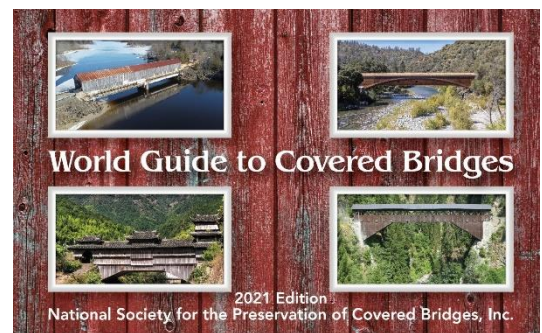
Best regards,  
 Tony Dowling, Kitson Morden  
 Co-Chairs, West Montrose Residents' Association, Inc., the "BridgeKeepers"

### Books available from the Society

These books can be purchased through the NSPCB website ([coveredbridgesociety.org](http://coveredbridgesociety.org)) or by sending a check or money order made out to **NSPCB** to Jenn Caswell, 535 2nd NH Tpke, Hillsboro, NH 03244.

#### World Guide to Covered Bridges

Copies of the new *World Guide to Covered Bridges* can be obtained for \$19 per copy for media mail shipping or \$23 each for priority mail shipping to US addresses. Due to the high international shipping rates, a copy mailed to Canada will cost \$37 total. For rates to other countries, please contact us first.



#### Covered Bridge Coloring Book

*Color Your Way Through New England's Covered Bridges* is now available. Each of the twenty New England covered bridges featured has a photo of the bridge, some historical notes about it and, on the facing page, an outline to be colored. The book also includes some introductory material about covered bridges in general and a page about the NSPCB. \$19.95 (includes shipping to US addresses).

## Upcoming Covered Bridge Meetings & Events

For more information on these events from other bridge societies, visit their websites.

- Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)  
 ..... [www.facebook.com/groups/CoveredBridgesConservationAssociationNB/](http://www.facebook.com/groups/CoveredBridgesConservationAssociationNB/)  
 Indiana Covered Bridge Society (ICBS) ..... [www.indianacoveredbridges.org/](http://www.indianacoveredbridges.org/)  
 New York State Covered Bridge Society (NYSCBS) ..... [www.nycoveredbridges.org/](http://www.nycoveredbridges.org/)  
 Ohio Historic Bridge Association (OHBA)..... [oldohiobridges.com/new/](http://oldohiobridges.com/new/)  
 The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSP) ..... [www.tbcbspa.com/](http://www.tbcbspa.com/)  
 Vermont Covered Bridge Society (VCBS) ..... [www.vermontbridges.org/](http://www.vermontbridges.org/)

Events could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the event is actually taking place with the group hosting it.

<b><u>June</u></b>	<p><b>Saturday, 10<sup>th</sup></b> – 10:00 AM, VCBS Spring Meeting, Bridge at the Green, West Arlington, Vermont.</p> <p><b>Sunday, 11<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p><b>Sunday, 11<sup>th</sup></b> – 1:00 PM, NYSCBS meeting, Canal Town Museum – Canastota, New York</p> <p><b>Saturday, 17<sup>th</sup></b> – Barrackville Covered Bridge Festival, Barrackville, West Virginia hosted by the Barrackville Covered Bridge Preservation Society. For more information, email them at <a href="mailto:saveourbridge@aol.com">saveourbridge@aol.com</a></p>
<b><u>July</u></b>	<p><b>Saturday, 8<sup>th</sup></b> – TBCBSP Fundraiser Dinner at Hoss's Steak &amp; Sea House, 100 W. Airport Rd., Lititz, Pennsylvania. Lunch at noon followed by monthly Business Meeting. A percentage of proceeds will be donated to the TBCBSP Preservation Fund.</p> <p><b>Sunday, 9<sup>th</sup></b> – 1:00 PM, NYSCBS meeting, Cowelsville Fire Department, 361 Clinton Street, (Rt. 354), Cowelsville, New York</p> <p><b>Sunday, 16<sup>th</sup></b> – 12:00 noon, OHBA Summer Picnic, Salt Creek Covered Bridge, Arch Hill Road, east of Zanesville, Ohio</p>
<b><u>August</u></b>	<p><b>Saturday, 5<sup>th</sup></b> – 6:30 PM, Medora Covered Bridge Dinner, Medora, Indiana. Tickets are \$35. For more information, visit <a href="https://medoracoveredbridge.org/events">https://medoracoveredbridge.org/events</a>.</p> <p><b>Sunday, 6<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p><b>12-13</b> – NYSCBS Safari, Columbia County, Pennsylvania</p> <p><b>Saturday, 19<sup>th</sup></b> – “Supper on the Bridge”, Spencerville, Indiana.</p>
<b><u>September</u></b>	<p><b>Sunday, 10<sup>th</sup></b> – 1:00 PM, NYSCBS virtual meeting.</p> <p><b>Sunday, 6<sup>th</sup></b> – Noon, TBCBSP Annual Picnic and meeting at Poole Forge Bridge.</p> <p><b>Saturday, 16<sup>th</sup></b> – OHBA Fall Tour</p> <p><b>23 – 25</b> – TBCBSP &amp; NSPCB Tour of northern Vermont.</p> <p><b>Saturday, 30<sup>th</sup></b> – 10:00 AM, VCBS Fall Meeting, Thompson Senior Center, Rt 4, West Woodstock, Vermont.</p>
<b><u>October</u></b>	<p><b>Sunday, 1<sup>st</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p><b>5-8</b> – Columbia-Montour County (Pennsylvania) Covered Bridge and Arts Festival. See <a href="https://itourcolumbiamontour.com/covered-bridge-festival/">https://itourcolumbiamontour.com/covered-bridge-festival/</a> for details.</p> <p><b>Saturday, 14<sup>th</sup></b> – Blount County (Alabama) Covered Bridge Festival in Oneonta. See <a href="http://facebook.com/CoveredBridgeFest">http://facebook.com/CoveredBridgeFest</a> for more details.</p> <p><b>Saturday, 8<sup>th</sup></b> – Euharlee (Georgia) Covered Bridge Fall Festival. For more information, visit <a href="https://www.facebook.com/EuharleeCoveredBridgeFallFestival/">https://www.facebook.com/EuharleeCoveredBridgeFallFestival/</a>.</p>

	<p><b>14-15</b> – Ashtabula County (Ohio) Covered Bridge Festival. Events at various locations. See <a href="https://coveredbridgefestival.org/festival">https://coveredbridgefestival.org/festival</a> for details.</p> <p><b>14-15</b> – Madison County (Iowa) Covered Bridge Festival. Events at various locations. See <a href="https://www.madisoncounty.com/covered-bridge-festival/">https://www.madisoncounty.com/covered-bridge-festival/</a> for details.</p> <p><b>13-22</b> – Parke County (Indiana) Covered Bridge Festival. Events at various locations. See <a href="https://www.coveredbridges.com/covered-bridge-festival">https://www.coveredbridges.com/covered-bridge-festival</a> for details.</p> <p><b>Sunday, 15<sup>th</sup></b> – ICBS tour of Jackson and Lawrence counties.</p>
<b>November</b>	<p><b>Sunday, 5<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p><b>Sunday, 12<sup>th</sup></b> – NYSCBS Annual Dinner and Meeting with Christmas card exchange at the Hamden Community Hall (behind the church) 35806 St. Hwy 10, Hamden, New York. Doors open at 11:00 AM, Turkey Dinner at noon, meeting after dinner.</p> <p><b>Sunday, 19<sup>th</sup></b> – 1:30 PM, OHBA Annual Business Meeting, Ohio History Connection, 800 E. 17th Ave, Columbus, Ohio, (Exit 111 off Route I-71). Cardinal Room, 3rd Floor.</p>
<b>December</b>	<p><b>Sunday, 3<sup>rd</sup></b> – 11:30 AM to 3:30 PM, TBCBSP Christmas Dinner at Yoder's Restaurant, 14 South Tower Road, New Holland, Lancaster County, Pennsylvania.</p>

## Updates to the 2021 World Guide to Covered Bridges

For a complete list of changes, please visit the website at [www.coveredbridgesociety.org](http://www.coveredbridgesociety.org) and click on the World Guide link. Thanks to Dan Brock for providing most of this quarter's updates and many more minor adjustments to European entries which are not mentioned here.

Page 242, Cantons of Appenzell Ausserrhoden & Appenzell Innerrhoden, Switzerland

Corrected information of List or Wattbach Bridge, CH-02-10#2 & CH-03-03#2.

Haslen Sitter River List or Wattbach 1 **25m, 82'** **2003** **Howe**

Page 257, Canton of Berne, Switzerland, add CH-06-122

Schangnau Emme River Chaltbach 1866 Multiple King

N46° 48.687', E007° 54.450'

Page 257, Canton of Berne, Switzerland, add CH-06-123

Zweisimmen Simme River Velo 1 27.5m, 90' Howe

5.3 km north of Zweisimmen on route 11. N46° 35.751', E007° 22.536'

Page 257, Canton of Berne, Switzerland, add CH-06-124

Därstetten Simme River Wilerbrücke Harmeldinge 1790 19.0m, 62.3' Queen

From Därstetten, head east on Hauptstrasse/Simmentalstrasse/Route 11 for 1.2km, then 400m right on Wyler, bear right to the bridge. N46° 39.320', E007° 30.578'. Used for storage

Page 257, Canton of Berne, Switzerland, add CH-06-125

Rüeggisberg –Oberbalm Bütschelbach Bütschelbach 1999 1 20.4m, 67' Queen

On a hiking trail about 145m from the mouth of Bütschelbach River. N46° 51.119' E007° 23.516'

Page 257, Canton of Berne, Switzerland, add CH-06-126

Kemmeriboden Emme River Kemmeriboden 2009 1 28.7m, 94' Arch

Head east from Schangnau for 1.8km, then bear left at fork on Egghüttli for 5.6km to bridge at Kemmeriboden. N46° 48.161', E007° 56.099'



## Covered Bridge Coin Collecting

People’s interest in covered bridges often extends beyond the full-size wooden structures in the countryside. Many of us also have a few covered bridge-related artefacts around the house – magnets, key chains, dishes, calendars and the list goes on. Some collect covered bridge stamps and others, coins, or more appropriately, medals or tokens since the term “coins” refers to money.

One true covered bridge coin is Canada’s 25 cent piece minted in 1992. The coin was part of a series celebrating Canada’s 125<sup>th</sup> anniversary of Confederation. Coins were prepared for each of the provinces and territories. New Brunswick’s carries an image of the Oldfield or Smith Creek #5 Bridge (NB/55-06-17) built in 1910 in Kings County, New Brunswick.



The medals or tokens, collectively referred to as exnumia, are prepared by a variety of sources such as coin clubs, tourism groups and historical societies for a variety of reasons.



Tokens are coin-like objects, not always made of metal, that serve as a substitute for money. Examples of tokens include those promoting the Holz Brücke or Zehnder Restaurant Bridge (MI/22-73-02) in Frankenmuth, Michigan. One side has an image of the bridge and the other side offers a discount at the restaurant or Bavarian Inn. A \$2 token featuring the West Montrose Bridge (ON/59-50-01) was produced for the 1986 Kitchener-Waterloo Oktoberfest. A photo of that is included on the back cover.

Medals are similar to tokens except that they do not have monetary value. Probably the most extensive set of covered bridge medals commemorates Iowa’s Madison County Covered Bridge Festival. They have been issued every year since 1970. Most years depict one of the county’s covered bridges while some years showcase other local attractions such as the County Courthouse (1976) and John Wayne’s Birthplace (1982 & 1997). The 1979, 1994, 2009 and 2019 medals included multiple covered bridges. The one commemorating the 40<sup>th</sup> anniversary in 2009 is displayed on the back cover.

The bridges presented on the Madison County festival medals are:

- IA/15-61-01x ..... McBride Bridge.....1972, 1989, 2012
- IA/15-61-02 ..... Cutler Donahoe Bridge....1971, 1981, 1999, 2007, 2010
- IA/15-61-03x ..... Cedar Bridge .....1974, 1986, 2000, 2016
- IA/15-61-04 ..... Hogback Bridge.....1977, 1984, 2002
- IA/15-61-05 ..... Holliwell Bridge.....1973, 1980, 2001
- IA/15-61-06 ..... Imes Bridge .....1970, 1987, 1995, 2003
- IA/15-61-07 ..... Roseman Bridge .....1975, 1983, 1996, 2013



In the early 2000s, a group of one ounce of .999 fine silver medals were minted to help raise money for repairs to Oregon’s covered bridges. The specimen shown here commemorates the Stayton-Jordan Bridge (OR/37-24-02#2) in Marion County, Oregon.

One might also have an interest in the elongated pennies often found at tourist attractions. Here are some examples from Parke County, Indiana.



More examples of medals and tokens are shown on the back cover.



## 2023 Covered Bridge Safari in Northern Vermont

On September 23-25, the NSPCB will join forces with the Theodore Burr Covered Bridge Society of Pennsylvania for a safari through north-central Vermont. Lodging details and a registration form were included in the Spring *Newsletter*. During the weekend of April 15 & 16, Bill & Jenn Caswell checked out the potential routes and rest stops. Saturday and Sunday were beautiful spring days. Unfortunately, due to heavy rain on April 17<sup>th</sup>, they were not able to drive the Monday portion of the safari. While in the area, they also stopped at the Montgomery Village Cemetery to pay their respects to that town's bridge builders Sheldon and Savanard Jewett. The Jewett family had a farm near the West Hill Bridge which, due to its remote location, will not be included in the tour. The Caswell's along with Jim & Gloria Smedley plan to revisit the area over the June 3 & 4 weekend to finalize details.

Although not part of the tour, the town of Cambridge has two concrete silos which are remnants of the old Bell-Gates Lumber operation, located along Route 15. The property has since been purchased by the Village of Jeffersonville. Artist Sarah Rutherford painted murals on the two silos. One represents the history of the town and includes a covered bridge over the opening of the silo.



*Brown River Bridge  
Chittendon County  
VT/45-04-05*



*Red Bridge  
Franklin County  
VT/45-06-11*



*Morgan Bridge  
Lamoille County  
VT/45-08-07*



*Graves of Sheldon & Savanard  
Jewett, Bridge Builders of  
Montgomery, Vermont*



*Fisher Bridge  
Lamoille County  
VT/45-08-16*



*Gold Brook Bridge  
Franklin County  
VT/45-06-12*



*Interior of the Northfield Station  
Bridge with the Lower Cox Brook  
Bridge in the background*



*Montgomery Bridge  
Lamoille County  
VT/45-08-14*



*Covered bridge mural  
painted on concrete silos*

## Covered Spans of Yesteryear Turns 20

By Bill Caswell

On April 19, 2003, I responded to a request from Trish Kane looking for help compiling a list of all known covered bridges. We had no idea at the time of what it would evolve into. Bill Cockrell who was at the time the president of the former Covered Bridge Society of Oregon (CBSO) and the late Dick Roy also joined in to help. I set up a database to organize the information and we set about gathering lists made by a few dedicated researchers who came before us such as Richard Sanders Allen, Miriam Wood and Joe Cohen. We began scanning Trish's (from the late Richard Donovan) and Dick Roy's large photo and postcard collections. Bill Cockrell provided scans of his personal collection and that of the CBSO.



We not only wanted to compile the information but be able to share it with other researchers. Thus, the creation of the Covered Spans of Yesteryear website ([www.lostbridges.org](http://www.lostbridges.org)) which was launched once we had sufficient data and images to populate it. When others realized that we were truly committed to this project, more and more people offered information and photos expanding the site rapidly. The project made a giant leap forward when Todd Clark joined us with his extensive collection of photos and his interest in research.

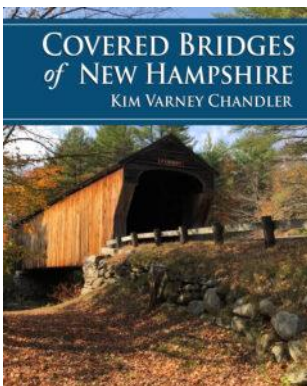
In 2003 we could not have envisioned that two decades later we would still be working on this project. We know that even with all the work that has been done so far, there is still much more to be discovered. That is proven over and over again as Todd works with others focusing on specific geographic areas. Tremendous amounts of new material are added each year and errors corrected from those before us who did not have access to the vast resources readily available to researchers today.

We appreciate all of you who have helped along the way by offering information, photos and corrections. Thank you!

## News of Members

### Andy Rebman

Andy has served as president of the Indiana Covered Bridge Society for the past few years. He recently added another job to his resume. On March 18<sup>th</sup>, he informed us that he was elected President of the Friends of Medora Covered Bridge and Area (FMCBA). He has been involved with the FMCBA for about 10 years. This is the group which hosts the annual 'Dinner on the Bridge' each August and maintains a website promoting the bridge and dinner – [medoracoveredbridge.org](http://medoracoveredbridge.org). The former president, Morris Tippin, is now the Vice-President.



### Covered Bridges of New Hampshire

The New Hampshire Preservation Alliance announced its 2023 awards. One of them was presented to Kim Varney Chandler "for documentation, education, and advocacy" for her book *Covered Bridges of New Hampshire*. The Alliance stated that "*Covered Bridges of New Hampshire*, published in 2022, is the only comprehensive history of covered bridges in the Granite State."



## News of Members (continued)

### Theodore Burr and the Bridging of Early America

Members Ron Knapp and Terry Miller have collaborated for another round of extensive research to expand our knowledge of covered bridge history. For the past three years, they have been researching projects that Theodore Burr is known or suspected of being involved in. Using online sources and visits to numerous historical societies, libraries, courthouses and other repositories of records contemporaneous to his life, they have compiled a wealth of new knowledge about bridge building in the first two decades of the 19th century and evolution of what we refer to as the Burr truss. A release date for the book has not yet been set. We will share more information as it becomes available.

## Covered Bridge News

### California

#### Bridgeport Bridge, Nevada County – CA/05-29-01

The California Preservation Foundation announced that the Bridgeport Covered Bridge is a winner of its 2023 Preservation Design Award for Craftsmanship/Preservation Technology. According to the group’s website, “Award recipients are selected by a jury of top professionals in the fields of architecture, engineering, planning, and history, as well as renowned architecture critics and journalists.” The bridge, located in South Yuba River State Park, was built in 1862 by David Wood after the original bridge washed away the year before. The wood had deteriorated over time with significant damage due to heavy flooding both in 1971 and 1997. It was closed to visitors in 2011 due to the compromised structural integrity. The project included raising the bridge on new abutments to mitigate flood damage and in situ replacement of deteriorated wood in kind. Existing iron and steel hardware was restored while new hidden moment frames and steel stiffeners were added. NSPCB members Tim Andrews and Will Truax spent two years in California working on the project and the NSPCB contributed fire retardant. Congratulations to all involved. This photo of the timber framing crew near the end of the restoration project was taken by John Field on August 17, 2021. The Winter 2021/2022 *Newsletter* contained a two-page summary of the project beginning on page 10.



### Delaware

#### Ashland Bridge, New Castle County – DE/08-02-02

On March 3<sup>rd</sup>, the Delaware Department of Transportation (DelDOT) announced that the bridge would be closed from March 13<sup>th</sup> to May 5<sup>th</sup> so crews can make repairs. We contacted DelDOT for more information and received a prompt reply. The project description states: “Replace damaged members of the upstream (west) timber lattice truss. Members include portions of the bottom chord and multiple truss diagonals. Replace all upstream vertical siding and damaged/missing vertical siding boards on downstream face. All interior and exterior members to be painted as per the plans.” *Photos by Bill & Jenn Caswell.*



## Indiana

### Ceylon Bridge, Adams County – IN/14-01-02

In the Spring issue, page 12, we listed a number of projects that the Adams County Parks Board has planned for the bridge and adjacent park. According to the Minutes of the County Commissioners’ Meeting



on April 11<sup>th</sup>, the first of those projects has been approved. That work is to include tightening the Howe truss, repairing a floor brace and painting the bridge. The work will be done by Limberlost Construction who had the low bid of



\$30,800.00. At the March NSPCB meeting, attendees voted to donate \$5,000 towards maintenance of the truss and repairs to the floor brace. The single-span bridge over a channel of the Wabash River was built in the early 1860s. It was added to the National Register of Historic Places on January 25, 2007. *Photos by Bill & Jenn Caswell.*

### Lancaster Bridge, Carroll County – IN/14-08-02



We received word shortly before press time that this bridge had been closed after being struck by an over height vehicle. The single span Howe truss bridge was built over Wildcat Creek in 1872. *Photos by Bill & Jenn Caswell.*



### Spencerville Bridge, DeKalb County – IN/14-17-01

The community is planning another “Supper on the Bridge” for Saturday, August 19<sup>th</sup>. Past dinners



have been catered by Dutch Heritage Baking & Catering and featured live music. There will also be a celebration of the bridge’s 150<sup>th</sup> anniversary on September 16<sup>th</sup>. Details of the event were still in the works at press time. Visit the bridge’s Facebook page for updates as they become available –



<https://facebook.com/groups/366243020118024/>. The 160-foot-long bridge was built over the St. Joseph River in 1873. It was placed on the National Register of Historic Places on April 2, 1981 and bypassed in 2003. *Information from Mary Diehl. Photo by Bill & Jenn Caswell.*



## Indiana (continued)

### Longwood Bridge, Connersville, Fayette County – IN/14-21-01



Timber framer Will Truax updated us on the progress of this project we have been reporting on in the past few *Newsletters*. As noted previously, the single span Burr truss was built by the Kennedy family in 1884. In recent weeks, the new lower chords have been put into place. The lower chords added to the bridge when it was moved to Roberts Park in 1984 were not as substantial as the ones originally constructed by the Kennedy’s a hundred years earlier and insufficient for the bridge. The new chord timbers are between 22’ and 40’ long and six of those pieces combine to make the completed 92’ long lower chord. New abutments will soon be poured while the floor beams are being replaced. New arch ends are being prepared to replace rotted ones. Once complete, the bridge can be jacked down to carry its own weight again. *Photos by Will Truax and Greg McDuffee.*



### Cades Mill Bridge, Fountain County – IN/14-23-02



The oldest covered bridge in Indiana still in its original location still needs your help. The Fountain County Art Council Historic Committee continues their efforts to raise funds for repairs to the single-span Howe truss 1854 structure. On May 15<sup>th</sup>, we learned that the County Commissioners voted to support the project in part with the money raised by the Historic Committee and pledges from groups like the NSPCB. They have been working with VS Engineering in Indianapolis plus engineers Dan Kurdziel and Jim Barker who formerly worked for VS Engineering and now have their own firm, Kurdziel Barker Engineering. They have also been working with CLR Construction from Bloomington, Indiana. If all goes well, specifications and permits should be available later this summer. In September it will have been three years that the committee has been fundraising for these much-needed repairs. *Photo by Greg McDuffee.*

Donation checks should be made out to Western Indiana Community Foundation and sent to them at P.O. Box 75, Covington, IN 47932

### Roseville or Coxville Bridge, Parke County – IN/14-61-09#2

On May 10<sup>th</sup> a tree fell on the bridge damaging its roof and portal plus closing the road until further notice. County crews promptly started removing the tree. This is the third bridge at this location. The prior one, built in 1865, burned in 1910. The county requested bids for a new concrete structure. Apparently, the cost was too high and a new covered bridge was built by J.P. Van Fossen and his brother J.L. Van Fossen who were involved in building at least four of Parke County’s covered bridges. *Photo Courtesy Parke County Sheriff’s Department.*





## Indiana (continued)

### Putnam County Bridges



*Cornstalk Bridge*

Two covered bridges in northern Putnam County were closed on May 17<sup>th</sup> due to concerns about their safety. The Cornstalk Bridge (IN/14-67-01) and Rolling Stone Bridge (IN/14-67-04) are both expected to be closed for about a month due to deterioration of structural beams caused by water seeping through the roofs. The two are the latest closures after inspections by United Consulting. The Putnam County Highway Department will be able to fabricate and install structural plates as a temporary measure until full restoration can be undertaken in the future, similar to repairs done on the Edna Collings (IN/14-67-06) and Dunbar (IN/14-67-07) bridges. Once opened up to traffic, the bridges will have lower load limits from the reduced carrying capacity of the damaged structural beams. The Oakalla Bridge (IN/14-67-10) was closed last fall and the Dick Huffman Bridge (IN/14-67-13) was closed in March. Both of them need more extensive repairs than the other covered bridges. United Consulting was to give an update on critical findings during a special public meeting of the Putnam County Commissioners on Monday, May 22 at the courthouse. The county also recently learned that it will not be getting federal funding for a rehab and bypass project on Dunbar Bridge. *Banner-Graphic, May 17, 2023. Photos by Gloria Smedley.*

The Cornstalk Bridge (IN/14-67-01) and Rolling Stone Bridge (IN/14-67-04) are both expected to be closed for about a month due to deterioration of structural beams caused by water seeping through the roofs. The two are the latest closures after inspections by United Consulting. The Putnam County Highway Department will be able to fabricate and install structural plates as a temporary measure until full restoration can be undertaken in the future, similar to repairs done on the Edna Collings (IN/14-67-06) and Dunbar (IN/14-67-07) bridges. Once opened up to traffic, the bridges will have lower load limits from the reduced carrying capacity of the



*Rolling Stone Bridge*

## Kentucky

### Grange City Bridge, Fleming County – KY/17-35-05



was built over Fox Creek around 1867. *Photo by Lori Ulrich.*

In the Fall 2021 Newsletter, page 15, we noted that Kentucky’s Transportation Secretary Jim Gray, Tourism Secretary Mike Berry and State Rep. William Lawrence asked the governor to release funding needed to restore the Grange City Bridge. Years of eroding abutments and floodwaters in May 2020 threatened to destroy the bridge. It was stabilized by Arnold Grāton Associates and is awaiting a full restoration. Full details of that work were included in the Fall 2020 Newsletter on page 15. We have now learned that funding is available and the restoration project is ready to move forward. Arnold Grāton Associates will return to the site in the fall to complete this long overdue project. The bridge will be rolled onto dry land so the abutments can be rebuilt. The bridge will be restored and then rolled back onto the new abutments. The single-span Multiple King truss bridge

### Dover Bridge, Mason County – KY/17-81-01

In July, it will have been six years since this bridge was severely damaged by floodwaters washing away the two steel beams which helped support the span. The flooding also shifted the bridge from its foundation. Shortly after the damage was done, Grāton Associates stabilized it with the hope that more thorough repairs would soon follow. In the past, the NSPCB and others have sent letters to Gov. Beshear advocating for its restoration to no avail. The single-span bridge over Lee’s Creek is believed to be Kentucky’s oldest covered bridge reportedly built around 1835. *Photo Courtesy Arnold Grāton Associates.*



## Michigan

### Langley Bridge, St. Joseph County – MI/22-75-01



We last reported on this bridge in the Winter 2022/2023 issue, page 19, when the height restrictor at the north end was badly damaged by an oversize vehicle. The bridge will be closed for a lengthy period in 2023 for a \$3.2 million overhaul. No one was surprised when all three bids for the project were over the \$2.8 million budgeted for the job. However, all three bids were close so they were accepted with the project being awarded to Anlaan Corp. of Grand Haven, Michigan. Funding comes from a variety of sources including grants and contributions from the Michigan Economic Development Corporation (\$750,000), Southwest Regions Local Bridge Program (over \$1.2 million) and the St. Joseph County Board of Commissioners (\$250,000). On April 18<sup>th</sup>, the County Board of Commissioners approved an additional allocation of \$250,000 on top of \$250,000 previously committed by the county. The work will include replacement of both abutments, the steel beams under the bridge and the wooden roadway deck. The news article mentioned that the roof and siding will be removed which may indicate that they are being replaced as well. The historical structure of the bridge, the truss components, received extensive repairs in 2008 and do not need any work at this time. Anlaan was the general contractor for that project too. The 1877 bridge is named after Centreville pioneer Thomas Langley and his family. *Sturgis Journal, March 16, 2023 and WKLM-FM, April 20, 2023. Photo by Jim Allen.*

*“The covered bridge is an icon in the county ... the road commission vehicles have it as their logo on our trucks. It really means something to people.”*

*Eric Shafer, St. Joseph County Road Commission Board Chairman*

## New Hampshire

### Saco River Bridge, Conway, Carroll County – NH/29-02-03#3



A March 10<sup>th</sup> press release from the New Hampshire Department of Transportation (NHDOT) announced that the bridge would be closed “on several days during the weeks of March 13<sup>th</sup> and March 20<sup>th</sup>.” The crews were repairing “damage from an over height impact and performing other routine maintenance work” on the bridge. Tim Boodey from NHDOT’s Bridge Maintenance bureau informed us that a low clearance bar was hung from the portals to help reinforce the bridge’s height restriction. The two-span Paddleford truss bridge was built over the Saco River by the father and son team of Charles and Frank Broughton in 1890 to replace an earlier covered bridge lost when an adjacent tannery caught fire. *Photo Courtesy New Hampshire Department of Transportation.*

### Keniston Covered Bridge, Andover, Merrimack County – NH/29-07-02

The Town of Andover has retained a local contractor to remove the existing cedar shake roof due to its poor condition, replace deteriorated roof boards, roof rafters, and roof fascia boards, and install a new standing seam metal roof. The bridge is expected to remain open to traffic while the work is done. The bridge carries Bridge Street over the Blackwater River. It was built in 1882 and consists of a single Town truss span 64’-6” long. *Information and photo provided by Josif Bicja of Hoyle, Tanner & Associates.*





## New Hampshire & Vermont

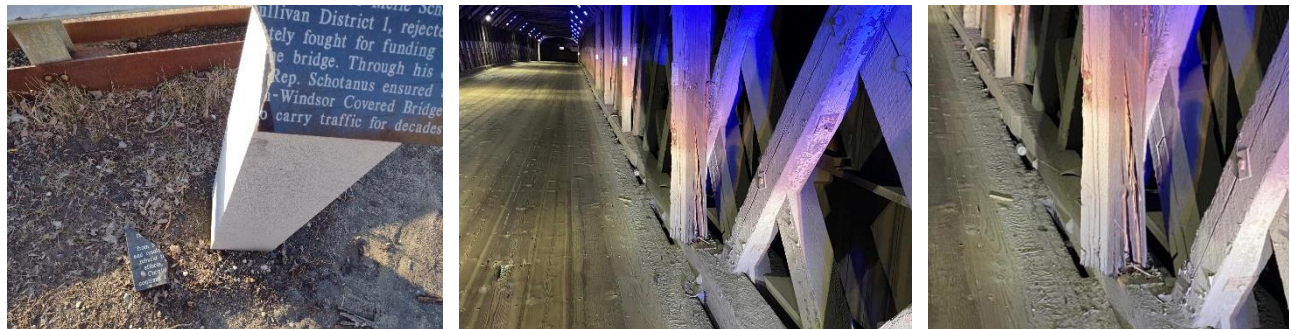
### Mount Orne Bridge, Coös County, NH & Essex County, VT NH/29-04-08#2 & VT/45-05-03#2

A press release from the New Hampshire Department of Transportation announced that the bridge would be closed on March 6<sup>th</sup> for repairs. The work was completed and bridge re-opened a week later on the 13<sup>th</sup>. In 2019, the New Hampshire side of the bridge was struck by a tractor-trailer attempting to cross into Vermont. Some repairs were made immediately so the bridge could be re-opened, but other work still needed to be done. With some roof braces missing for the past four years, the New Hampshire side of the bridge had started leaning upriver. Town Manager Ben Gaetjens-Oleson, knowing that Grätton Associates was working on the nearby Mechanic Street Bridge asked them to take a look at this one. While there, the Grätton's were also asked to repair bullet holes in the roof which have been allowing water to get inside the bridge. If left untreated, that would eventually lead to deterioration of the structural timbers. The repairs are expected to cost about \$6,000 and will come from the state Department of Transportation. Manchester Union Leader, March 8, 2023 with additional news and photos courtesy Arnold M. Grätton Associates.



### Cornish-Windsor Bridge, Sullivan County, NH & Windsor County, VT NH/29-10-09#2 & VT/45-14-14#2

We have two incidents at this bridge to report this quarter. On April 2<sup>nd</sup>, the Cornish Police Department posted a statement on their Facebook page that they were seeking information about damage to the bridge's historic marker in the parking lot on Route 12A in Cornish. On April 14<sup>th</sup>, the Police Department was looking for information about a vehicle, possibly a trailer, which struck the side of the bridge. The Department has been urging citizens to reach out to their state representatives and senators to request installation of cameras to help protect the historic bridge. The two-span Town truss bridge was built over the Connecticut River by James Tasker and Bela Fletcher in 1866. *Valley News, April 17, 2023. Photos by Cornish Police Department.*





## Ohio

### Jediah Hill or Groff Mill, Hamilton County – OH/35-31-01

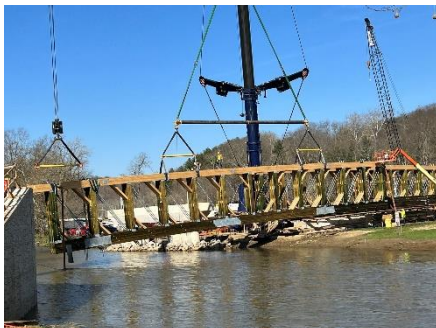


In the previous issue, page 15, we reported that the bridge was damaged by a township snowplow with its bed up. It was also damaged a year ago when two vehicles tried to cross simultaneously. Member Beth Brown-Limmer shared these photos from her visit to the site in April. The bridge over the West Fork of Mill Creek was originally built in 1850. It was added to the National Register of Historic Places on March 28, 1973.



### Spellacy Bridge, Holmes County

We continue to follow the progress on this new covered bridge being built in Ohio. On April 11<sup>th</sup>, the two side trusses of one span of the new bridge were hoisted onto the abutments by crane. Kokosing Construction was selected for the \$9.5 million project on Wally Road about six miles south of Loudonville. The old bridge was removed last September and the goal is to complete the project by mid-September 2023. Progress on the bridge project can be viewed on a live camera at the site – <https://m.twitch.tv/holmescouWest Fork, Mill Creekntyengineer>. By checking the camera at press time, we could see that the second pair of trusses are nearly complete so they could be hoisted into place by the time you receive this *Newsletter*. *Photos by Angie Marotta, General Manager of The Lost Horizons Family Campground.*



### Knowlton or Long Bridge, Monroe County – OH/35-56-18

The bridge restoration project is moving forward. In March, county crews harvested more than 100 white oak trees from the county-owned industrial park property in Center Township that will be used toward the complete rebuild of the historic bridge using the original plans. They had to complete the cutting in March because the Ohio Department of Natural Resources prohibits the cutting of trees from April 1 through October 1 due to endangered bats that use the trees to nest. The Ohio Department of Transportation is completely funding the estimated \$1 million project with a contribution of timber being utilized as the county's match. The contribution also aided in reducing the price of the project as well as being able to use native grown wood to reconstruct it. The timbers have been shipped to a saw mill in Ohio and should be ready for starting construction on the project later this summer. The project's estimated completion date is June 2024. *The Times Leader, March 13, 2023 with additional details from Mike Killilea of The Righter Co. Photo by Terry Miller.*



## Ohio (continued)

### Brubaker Bridge, Preble County – OH/35-68-06

In the Fall 2022 *Newsletter*, page 13, we reported on the damage incurred when a tractor-trailer attempted to cross the bridge. Doug Miller, president of the Ohio Historic Bridge Association, informed us that a pre-bid meeting was held on February 8<sup>th</sup> for potential contractors interested in repairing the damage. At the March 8<sup>th</sup> County Commissioner’s meeting, the county approved a \$472,700 contract with The Righter Company of Columbus, Ohio. Mike Killilea, Righter’s president noted that repairs are expected to begin this summer. The single-span Childs



truss bridge was built over Sam's Run by Everett S. Sherman in 1887. It was added to the National Register of Historic Places on June 11, 1975. *Truck Photo Courtesy Preble County Engineer’s Office. Interior Photo by Jeff Shroyer.*



truss bridge was built over Sam's Run by Everett S. Sherman in 1887. It was added to the National Register of Historic Places on June 11, 1975. *Truck Photo Courtesy Preble County Engineer’s Office. Interior Photo by Jeff Shroyer.*

### Newton Falls or Stedman Bridge, Trumbull County – OH/35-78-01

The bridge was damaged by a speeding car losing control and crashing into its side on February 10, 2022. The crash damaged a half dozen of the diagonal Town truss timbers. In order to replace those timbers, the bridge will first need to be supported underneath to remove the structural load from the truss. Then a section of the floor will need to be removed in the area to gain access to the lower portion of the truss. Taking out the damaged timbers will involve separating them from all the other timbers they are connected to. The project is expected to begin around



June so the work can be done in the warmer months when the river is at a lower level. Once construction begins, it will take about 90 days to complete. The county engineer’s office awarded a bid to Union Industrial Contractors of Ashtabula for about \$762,000. The company has done minor repairs on this bridge in the past. The county engineer’s office is insured by the County Risk Sharing Authority, or CORSA, which covers the cost of the repairs. The bridge was built over East Branch Mahoning River in 1831, the oldest covered bridge in Ohio still in its original location. It was added to the National Register of Historic Places on October 16, 1974. *Tribune Chronicle, April 11, 2023. Photos by Michele Lee Victor.*



### Hills or Hildreth Bridge, Washington County – OH/35-84-24

On May 15<sup>th</sup>, Mike Killilea of The Righter Company informed us that work described in the previous *Newsletter* (page 17) is now underway. As is often the case, once the project got started, additional deterioration was discovered. As a result, additional truss members and thrust block castings have been targeted for replacement. The project is expected to be completed in the Fall of 2023. The single-span Howe truss bridge was built over Little Muskingum River in 1878. The bridge was added to the National Register of Historic Places on February 8, 1978. Mike included this photo showing that the siding has been removed and truss is exposed.





## Pennsylvania

### South Perkasio Bridge, Bucks County – PA/38-09-05

In the Summer 2022 issue (page 22) we reported that the Borough of Perkasio was working with FEMA



on funding for the project before awarding the contract from its Request for Proposals in the Fall of 2021. On April 17<sup>th</sup>, the Borough of Perkasio issued a press release stating that they had been awarded the FEMA grant along with a 10 percent match from the Pennsylvania Emergency Management Agency (PEMA). The combined grants total \$427,554.56.



That combined with \$120,000 that the Perkasio Historical Society has raised plus a state grant and an earlier FEMA grant brings the total available for the project to 668,554.56. *Photos courtesy of Scott Bomboy and Bill & Jenn Caswell.*

### Waterford Bridge, Erie County – PA/38-25-04

A recent check of the PennDOT website indicates that this project has been rescheduled again. It was



estimated at \$3,161,961. However, when bids were opened on May 11, the only bid was from Horizon Construction Group, Inc. at \$4,390,000. If that bid is accepted, the project is scheduled to be completed by the end of October 2023. According to an email from PennDOT’s District 1 office forwarded to us by Jim Smedley the project will add steel I-beams under the bridge to support the load. Also, “the current structural members that are in poor condition or missing will be replaced as needed. As the work is being completed the contractor will determine what ones will be replaced but we are estimating 50% or more will need to be replaced.” The

single-span Town truss bridge was built around 1875. *Photo by Connie McLaughlin.*

### Saint Mary's or Shade Gap Bridge, Huntingdon County – PA/38-31-01

At the May 2<sup>nd</sup> meeting of the county commissioners, Brian Wisser of Keller Engineers updated the commissioners on a project for repairs to three of the county’s bridges. Wisser recommended adding this bridge to the project. The guide rail needs to be replaced due to its deteriorated condition. PennDOT does not have an approved timber guide rail system, so engineers recommended a weathering-steel system. The commissioners agreed to add this work to the project. *Huntingdon Daily News, May 3, 2023. Photo by Bill & Jenn Caswell.*



## Pennsylvania (continued)

### Poole Forge Bridge, Lancaster County – PA/38-36-01

At the March meeting, the NSPCB approved a donation of fire-retardant donation for this bridge. The single-span Burr truss bridge was built over Conestoga River in 1859. It was added to the National Register of Historic Places on December 11, 1980. The bridge is part of Historic Poole Forge Park, a public park managed by Historic Poole Forge, Inc., a non-profit organization. *Photo by Steve Wolfhope.*



### Leaman Place or Eshleman's Mill or Pequea #4 Bridge, Lancaster County – PA/38-36-20#2

On March 9<sup>th</sup>, Lancaster County Commissioner Josh Parsons posted photos of damage to this bridge on Facebook. Repairs were expected to be completed promptly. We will share additional details as we receive them.



### Zimmerman’s Bridge, Schuylkill County – PA/38-54-01

We last reported on this bridge in the Winter 2020/2021 issue, page 23. Ray Finkelstein forwarded an email he received from the Pennsylvania Department of Transportation on March 14<sup>th</sup> indicating that the repair project was about to begin. The email stated that the contractor is JD Eckman from Atglen, Pennsylvania. The latest plan we saw was in October 2020 which showed about 60% of the structural timbers being replaced. A later newspaper article noted that the bridge's roof, siding and deck have been removed and will be fully replaced.



The project also includes guide rail and roadway upgrades on both sides of Covered Bridge Road leading to the bridge. The \$1,887,339.70 project is expected to be completed by October 26. The single-span Burr truss bridge was built over Lower Little Swatara Creek in 1880. *Republican & Herald, May 2, 2023. Photo prior to repair work by Tim McLaughlin. Photo of work underway by Ray Finkelstein.*



## Pennsylvania (continued)

### Factory or Horsham Bridge, Union County – PA/38-60-04

On page 25 of the Winter 2022/2023 Newsletter we detailed the upcoming work on this bridge. On March 19<sup>th</sup>, the Standard-Journal reported that the road was to be closed on April 6 to begin the work. According to the previous information, it is expected to last until May 2024. The project was successfully bid last July and awarded to J.D. Eckman Inc. The single-span Multiple King & Queen truss bridge crosses White Deer Creek. It was added to the National Register of Historic Places on February 8, 1980. *The Standard-Journal, March 19, 2023. Photo provided by Larson Design Group.*



### Bell's Mill or Sewickley Bridge, Westmoreland County – PA/38-65-01



The bridge was scheduled to close to traffic April 24-28 so Westmoreland County crews can repave the approaches. Once a new layer of pavement has been applied, vehicles will have less vertical space to pass beneath the approach's steel clearance beam, county engineer Vaughn Neill advised. He noted the bridge is posted for a vertical clearance limit of 6 feet, 6 inches, and has a 4-ton weight limit. The single-span Burr truss bridge was built over Sewickley Creek by architect Daniel McCain in 1850. It was listed on the National Register of Historic Places on June 27, 1980. The county rebuilt it in 1988. *Trib Live, April 18, 2023. Photo by Connie McLaughlin.*

## Vermont

### Town of Lyndon, Caledonia County

On May 11<sup>th</sup>, the Vermont House and Senate passed a bill which included a clause for increasing fines for damaging the covered bridges in town. The new law states that the Town of Lyndon may adopt an ordinance providing “for a civil penalty of not more than \$10,000.00 or an amount equal to the costs of repairing the damage to the covered bridge.” This supplements 23 V.S.A. § 1434(c) which states that violating the posted height and weight limits is “punishable by a civil penalty of \$1,000.00 or, if the violation results in substantially impeding the flow of traffic, \$2,000.00. For a second or subsequent conviction within a three-year period, the applicable penalty shall be doubled.”

### Sanborn Bridge, Lyndonville, Caledonia County – VT/45-03-05

There was a full-page report on this project on page 4 of the Spring Newsletter. On April 11<sup>th</sup>, the Vermont Agency of Transportation (AOT) announced the recipients of more than \$4 million in federal funds for municipal grant projects through the Transportation Alternatives Program (TAP). One of the projects included was additional funding in the amount of \$300,000 towards reconstruction this bridge. The grant requires a match of \$75,000 from the Town. The Town is applying for more grants to raise enough money to fund the entire project including the planned public park areas around the bridge. Nicole Gratton, Lyndon's Town Planning Director, had been leading the charge for grant applications. She informed us that she has taken a new position with the regional planning commission. Even though she has changed jobs, Nicole will still be involved in grant writing for the Sanborn Bridge project. *Vermont Business Magazine, April 11, 2023.*



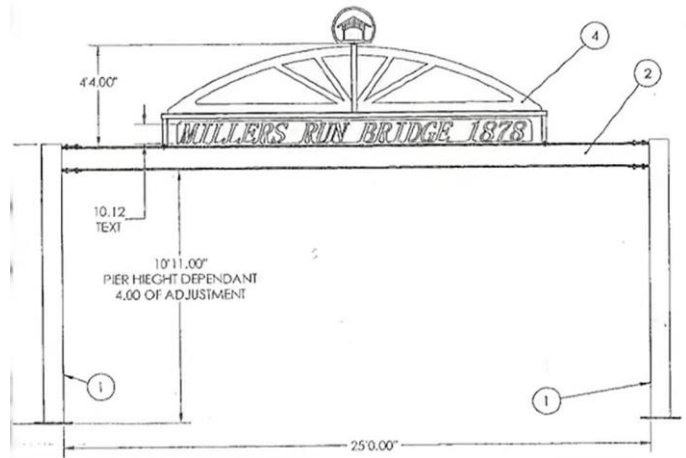
### Vermont (continued)

#### Miller’s Run or Bradley Bridge, Lyndonville, Caledonia County – VT/45-03-06#2

On March 28<sup>th</sup>, a security camera near the bridge recorded a white box truck driving onto the bridge from the Lyndon Institute side without slowing down, damaging both the south and north side of the bridge. This is just the latest in a series of incidents at this location. On April 11<sup>th</sup>, WCAX-TV reported that the town budgeted up to \$3,000 to construct steel beam barriers (what we often refer to as “headache bars”) at each end of the bridge. This is the result of the numerous strikes that the bridge has experienced from oversize vehicles. The clearance of the structure is clearly posted near each end and on one side the Town has even tried a flashing sign to alert drivers. Most of the incidents are associated with rental trucks and delivery vehicles. Drivers striking the bridge often blame it on the routing tool they are using. See the separate article on page 6.



Lyndon Town Manager Justin Smith noted that it costs around \$2,500 to repair the bridge every time it’s hit and there is a \$5,000 fine when the driver is caught. The beams would be matte black with a design on the top as shown in this sketch. The structure will be about 50 feet away from the bridge so people can still get in front of it to take pictures if they choose. Smith said the beams will be installed this construction season, and Lyndon Institute welding students will be helping them. *Newport Dispatch, March 28, 2023 and WCAX-TV, April 11, 2023. Photo by Bill & Jenn Caswell.*



**Lumber Mill or Lower Bridge, Belvidere, Lamoille County – VT/45-08-06**

#### Lumber Mill or Lower Bridge, Belvidere, Lamoille County – VT/45-08-06

During their visit to northern Vermont bridges in April, Bill & Jenn Caswell noticed some broken roof braces inside this bridge. The single-span Queen truss bridge was built over the North Branch Lamoille River by local carpenter Lewis Robinson (1847-1931) in 1895. It was added to the National Register of Historic Places on November 19, 1974.



#### Village or Church Street Bridge, Waterville, Lamoille County – VT/45-08-13



During their visit to northern Vermont bridges in April, Bill & Jenn Caswell noticed that a number of the roof braces on this bridge were either missing or damaged. The single-span Queen truss bridge was built over the North Branch Lamoille River around 1877. It was added to the National Register of Historic Places on December 16, 1974.



## Vermont (continued)

### Union Village Bridge, Thetford, Orange County, Vermont – VT/45-09-05

The bridge was damaged by a truck on February 24<sup>th</sup>, according to a report from the Thetford Police Department. It has a clearance of 10'-6" posted on both sides. It was reopened to traffic after the debris was removed. The single-span bridge was built over the Ompompanoosuc River in 1867. It was listed on the National Register of Historic Places on September 17, 1974. *Valley News, February 27, 2023. Photo by Steve Brown.*



### Kingsley or Mill River Bridge, Clarendon, Rutland County – VT/45-11-03

We last reported on the planned repairs to this bridge on page 23 of the Summer 2021 issue. The project was designed by Hoyle, Tanner & Associates Inc. and rehabilitation is underway. The Town of Clarendon posted a notice that the bridge would be closed on May 15, 2023 and re-open on February 29, 2024. The actual project completion date (ie. final paving etc.) would be May 31, 2024. Alpine Construction (Alpine) from Schuylerville, New York, has been contracted by VTrans for the much-needed rehabilitation work. Alpine will initially start installing the shoring structure to support the bridge while the repairs are completed. The 120' long single-span Town Lattice truss crosses the Mill River near the eastern boundary of the Town of Clarendon with the Town of Shrewsbury. Its construction date has been listed as 1836 and 1870. The 1836 bridge was probably rebuilt around 1870 by local carpenter Timothy K. Horton (1814-1896) of East Clarendon, a well-known and respected builder who also built other bridges, houses and barns in the Clarendon area. The Kingsley Covered Bridge is named for a family that operated a nearby mill. Due to its historic and national significance the bridge was added to the National Register of Historic Places on February 12, 1974. *Information and photo provided by Josif Bicja of Hoyle, Tanner & Associates.*



## West Virginia

### Carrollton Bridge, Barbour County – WV/48-01-02

West Virginia Division of Highways (WVDOT) bridge crews in Barbour County have completed repairs to the bridge which was badly damaged by a fire in August 2017. On May 15<sup>th</sup>, we received an update



from WVDOT District 7 Bridge Engineer Chad Boram noting that the roof was recently completed and the siding is completed except for areas around the rigging. Once the rigging is removed, the siding can be completed. On May 18<sup>th</sup>, a number of news sources reported that the bridge will re-open to traffic "this weekend" with only a few small



tasks remaining to complete the project. WAJR radio reported that the bridge crew is going to use what they have learned from this project to tackle repairs to the Walkersville Bridge (WV/48-21-03). The Carrollton Bridge was built in 1856 by brothers Emmett and Daniel O'Brien and crosses the Buckhannon River near Carrollton. It was added to the National Register of Historic Places in 1981. *Photos by Bob Watts, November 2022.*



## West Virginia (continued)

### Barrackville Bridge, Marion County – WV/48-25-02



On Friday, June 16 at 6 pm Jon Smith, West Virginia Historic Preservationist, will speak at the bridge about the its construction and history as well as its preservation needs. The Bridge Festival Committee has been meeting regularly to plan the next festival on June 17<sup>th</sup>. The Barrackville Covered Bridge Preservation Society is a 501c(3) non-profit. Tax deductible donations can be made out to that organization and mailed to Lion's Club, P.O. Box 429, Barrackville WV 26559. For more information, visit the association's Facebook page – <https://www.facebook.com/SavetheBarrackvilleBridgeAgain> or email them at [saveourbridge@aol.com](mailto:saveourbridge@aol.com). *Times West Virginian, May 18, 2023. Photo by Bill & Jenn Caswell.*

## Wisconsin

### Cedarburg Bridge, Ozaukee County – WI/49-46-01

The minutes of the Ozaukee County Board's meeting on May 3, 2023, indicated that the repairs were complete and the bridge was open again. We contacted County Public Works Director Jon Edgren who confirmed that the project was completed in April and the bridge re-opened to pedestrian traffic.



## Canada – New Brunswick

### Sawmill Creek Bridge, Albert County – NB/55-01-20



The Canadian Society for Civil Engineering held their annual conference in Moncton on May 24-27. Their National Historic Sites Committee chose the covered bridges of New Brunswick as civil engineering works worthy of National Historic Significance. This will be commemorated by a plaque at the Sawmill Creek Bridge. Signs say this bridge was built in 1905 but government reports show the contract for its construction was awarded to Albert E Smye Contracting of Alma in 1907 with a winning tender of \$2,974.00. Mr. Smye and company built a number of timber bridges in the province as well as piers and warehouses. The 104 foot-long Howe truss bridge was completed in May of 1908. *Photo by Dawne McLean, President, Albert County Historical Society*

Their National Historic Sites Committee chose the covered bridges of New Brunswick as civil engineering works worthy of National Historic Significance. This will be commemorated by a plaque at the Sawmill Creek Bridge. Signs say this bridge was built in 1905 but government reports show the contract for its construction was awarded to Albert E Smye Contracting of Alma in 1907 with a winning tender of \$2,974.00. Mr. Smye and company built a number of timber bridges in the province as well as piers and warehouses. The 104 foot-long Howe truss bridge was completed in May of 1908. *Photo by Dawne McLean, President, Albert County Historical Society*

### Darlings Island Bridge, Kings County – NB/55-06-04

In the previous *Newsletter*, page 21, we noted that this bridge was receiving roof and siding repairs. Posts on the Covered Bridges Conservation Association of New Brunswick Facebook page showed that the work was completed by early May. The single span bridge was built over Hammond River in 1914. It was bypassed by a new concrete bridge in 1996. *Photo by Bill & Jenn Caswell.*



## New Brunswick (continued)

### Starkey or Long Creek #1 Bridge, Queens County – NB/55-09-08

This bridge was closed after its approaches were badly damaged by floodwaters in the spring of 2018. In the Winter 2018/2019 *Newsletter*, page 25, we reported that the DTI was planning to repair it and intended to limit it to only pedestrian traffic. Ross Wetmore, MLA (Member of the Legislative Assembly) for Gagetown-Petitcodiac, shared an update on the project to repair this bridge on March 14<sup>th</sup>. At that time, the new cedar shingle roof was completed and the crew was beginning to add the new siding. Pile driving for the bridge's new approaches could be underway by the time you receive this Newsletter.



Photo by Bill & Jenn Caswell



Photo Courtesy New Brunswick DTI

## Québec

We are grateful to Pascal Conner whose *Blogue sur les ponts couverts* ([pontscouverts.com/blogue/](http://pontscouverts.com/blogue/)) provides most of the Québec news each quarter. Unless otherwise noted, all Québec articles were derived from that website.

### Pont Perrault, Centre-du-Québec – QC/61-04-06

For Warwick business people, summer gets underway with the traditional soirée Bières, saucisses et



compagnie (Beers, Sausages and Company evening) at the bridge. Guests enjoy “a discovery experience of mouth-watering local products, from aperitif to dessert, including several beer pairings from microbreweries in the region, cleverly married to sausages created by local producers.” This year's event will be held on Thursday, June



8, rain or shine, starting at 5 p.m. and tickets usually sell out. The single-span bridge was built over Rivière des Pins in 1929. *La Nouvelle Union* May 18, 2023. Photos by Bill & Jenn Caswell.

### Pont de Saint-Placide-de-Charlevoix, Charlevoix Region – QC/61-14-03



We have been reporting on the damage caused by excessive snow on the roof almost a year ago and the temporary repairs performed last October. On April 14<sup>th</sup>, CIMT/CHAU Radio reported that the roof replacement will occur during the summer at a cost of just under \$106,000. The single-span Town lattice truss structure was built over Rivière Bras du Nord-Ouest in 1926 by Joseph Normandeau at a cost of \$2,076.21. *CIMT/CHAU Radio*, April 14, 2023. Photo by Gérald Arbour.



## Québec (continued)

### Pont Savoyard or Grand-Remous, Outaouais Region – QC/61-25-15

The bridge was closed to all uses on May 2<sup>nd</sup> after an inspection by the Québec Ministère des Transports (MTQ) determined that the bridge is in an unsafe condition. No timeline was given for repairs. The two-span structure was built over Rivière Gatineau in 1931. *Photo by Gerald Arbour.*



### Pont Prud'homme, Laurentides Region – QC/61-72-01

We last reported on this bridge on page 27 of the Winter 2021/2022 issue. A group called SOS Pont Prud'homme is actively pursuing efforts to see the bridge restored and open to traffic. It has been completely closed since December 2019. On April 18<sup>th</sup>, they posted these photos on their Facebook page showing the bridge being threatened by high water. The group also announced a rally at the bridge on May 25<sup>th</sup> where attendees can sign a letter of support for the committee's efforts. The letter will be sent to Regional Directorate General of the MTQ asking for repairs to this heritage bridge as soon as possible.



On April 18<sup>th</sup>, they posted these photos on their Facebook page showing the bridge being threatened by high water. The group also announced a rally at the bridge on May 25<sup>th</sup> where attendees can sign a letter of support for the committee's efforts. The letter will be sent to Regional Directorate General of the MTQ asking for repairs to this heritage bridge as soon as possible.



## Romania

### Coşbuc Bridge, Bistriţa-Năsăud County – RO-06-01

In 2012, the NSPCB became aware of the historic covered bridges in Romania. The bridge over the Sălauţa River was one of 15 built to help move troops from the town of Hordou (now Coşbuc). In March 2017, Bill Caswell sent a letter to Ioan Pavelea, mayor of Coşbuc, offering our support to have the bridge repaired. At the time, the roof was in poor condition and a lower chord was fractured. In the Spring 2018 *Newsletter*, page 23, we reported on roof repairs, but the bridge, constructed in 1778, still needed more substantial repairs, especially repairs to the fractured lower chord. On August 8, 2022, *Săptămana Online* reported that the town received 3.2 million lei (about \$710,000) from the Institutului National al Patrimoniului (National Institute of Heritage) for the crucial repairs. That work should be completed by the time you receive this! Once repairs are complete, the bridge will only be open to pedestrians and cyclists. Barriers will be placed at the entrances to prohibit motor vehicle access. The barriers can be raised if emergency vehicles need to pass through the structure. *Săptămana Online, August 8, 2022 and April 21, 2023. Left and center photos provided by mayor Ioan Pavelea.*



*Holes in the roof before repairs.*



*Broken lower chord at the west end of the bridge.*



*Săptămana Online, April 21, 2023*



Summer is here and we have short sleeve t-shirts available to show your support for the Society.

All income from sales goes towards preservation projects such as donations of fire retardant.

T-shirts are navy blue with the design in white. There is a large logo on the back and smaller one on the front.

The cost of \$20 includes shipping charges. Orders can only be mailed to U.S. addresses.

Other items are also available. Visit our website at the address below for more details.



To order, send a check or money order for \$20 for each shirt made out to **NSPCB** to:  
Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244.

Be sure to note what size(s) are needed.

Credit card orders can be processed on our website by using PayPal - <http://coveredbridgesociety.org/promotions.htm>

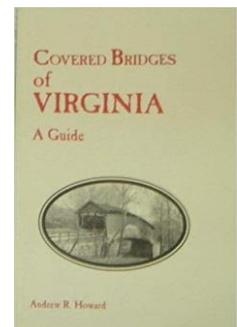
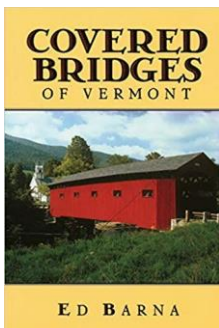
Join or Renew Online with PayPal	
US Membership with Automatic Annual Renewals	<b>Subscribe</b>
	<b>Subscribe</b>
	<b>Debit or Credit Card</b>
<small>Powered by </small>	
Single Year Membership <small>For gift memberships, add the recipients name and address in the Comments box.</small>	Membership
	<input type="text" value="Individual/Family US \$21.00 USD"/>
	Comments <input type="text"/>
<span style="background-color: #FFC000; padding: 2px 5px;">Add to Cart</span> <span style="background-color: #FFC000; padding: 2px 5px; margin-left: 10px;">View Cart</span>	

### Automatic Renewals Now Available

Thanks to a suggestion from a member, we are now able to offer automatic renewals for members who choose to pay their annual dues online. This is a convenient option for those who would like one less thing to remember to do each year. Visit <https://coveredbridgesociety.org/membership.html> for the details.

### Used Books

We occasionally receive donations that include covered bridge books. While some of the books are added to the Society's permanent collection in the archives in Concord, NH, others are available for sale. We won't include the list in the Newsletter because it often changes and would be outdated before you receive it. There is a list on the website which is updated as new items are received and others are purchased. For more details, visit <https://www.coveredbridgesociety.org/books-used.htm>.



### Covered Bridge Coins, Tokens and Medals (continued)

Thank you to Mohamad Hussein, Jim Smedley and Bill Caswell for sharing these images from their collections. Items are not shown at actual size. Most have been enlarged to better show the details.



Columbia-Wrightsville Bridge, Pennsylvania  
PA/38-36-129x & PA/38-67-45x



Columbia Bridge, New Hampshire & Vermont  
NH/29-04-07#2 & VT/45-05-02#2



Newport Bridge, Pennsylvania,  
PA/38-50-41x



Zumbrota Bridge, Minnesota,  
MN/23-25-01



Conewago Coin Club, Pennsylvania, 1966



Conewago Coin Club, Pennsylvania, 1967



West Montrose, Ontario  
ON/59-50-01



Bridgeport, California  
CA/05-29-01



Camelback Bridge, Pennsylvania, PA/38-21-34x & PA/38-22-22x  
Harrisburg Coin Club



Sand Beach Bridge, Pennsylvania  
PA/38-22-01x, Hershey Coin Club, 1968



Clarks Ferry Bridge, Pennsylvania, PA/38-22-16x, Harrisburg Coin Club, 1965



Madison County Covered Bridge Festival, 40<sup>th</sup> Anniversary, 2009



West Chester Coin Club, Pennsylvania, 1967



Parke County, Indiana  
1962



Penacook North Twin Bridge, New Hampshire  
NH/29-07-26x



Elizabethton Bridge, Tennessee  
TN/42-10-01